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Volume CCXLII No. 3143

THE SPHERE

LONDON, August 27, 1960

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GENERALS IN KATANGA

In Elisabethville, General von Horn (left), Commander U.N. Forces in the Congo, discusses the situation in Katanga with General Gheysen, the Commander of the Belgian Forces in the Province. There were reported to be few incidents as the United Nations troops took over in Katanga. Many of the Belgian troops were leaving the Congo, and it was estimated that by the beginning of this week it was unlikely that there would be any Belgian troops left outside their two main bases. But Katanga, under its self-styled President, Mr. Tshombe, continued to provoke acute anxiety and tension. Mr. Lumumba repeatedly accused Mr. Hammarskjöld, the U.N. Secretary-General, of misinterpreting his mandate in refusing to "reduce the rebel Government of Katanga." Mr. Hammarskjöld rejected, with asperity, allegations that he was negotiating with Mr. Tshombe at the instigation of the Belgian Government. The Congolese Prime Minister offered frequent provocations to the U.N. forces. At Leopoldville Airport, Congolese troops attacked a Canadian Army contingent. Following the incident, the U.N. troops at the airport were reinforced and were given orders to fire on any Congolese troops who might try to force their way in

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NEWS SUMMARY

Russia and America in space; the U.N. and Congo; strikes in Britain; break up of the Mali Federation

THE SOVIET UNION

From **Moscow,** Mr. Gromyko, the Soviet Foreign Minister, sent a letter to the United Nations asking the General Assembly to take "adequate measures" against American intrusion into her air space. This was clearly another move in Russian propaganda started by the U-2 and RB-47 incidents. (For the trial of Francis Powers see pages 298 and 299.) The question of air space is likely to become even more aggravated when progress in satellites enables them to undertake the photographic reconnaissance activities in which Powers was engaged. Both the U.S. and Russia made great strides in their efforts to get a satellite containing a man into orbit. The Russian achievement last week-end of bringing back alive two dogs which had been contained in a satellite in orbit was generally agreed to put them ahead in the race.

INTERNATIONAL

In **New York,** the eighty-two member-nations of the United Nations Commission met to discuss disarmament proposals. The Russian delegate accused the U.S. of trying to blame the U.S.S.R. for the breakdown of the ten-nation Disarmament Commission at Geneva. Later it was agreed that negotiations would be resumed in the General Assembly in September. In **London,** western delegates of the three-power talks on the suspension of nuclear tests met to review the position. There were still major disagreements on methods of detection. The delegates decided to return to Geneva to make a further attempt at a settlement.

In **New York,** the Security Council of the United Nations met in emergency session. Mr. Hammarskjold, the Secretary-General, dealt forcibly with the allegations and demands made by Mr. Lumumba, the Congolese Prime Minister, who wanted Congolese troops sent into Katanga and neutral observers to watch U.N. operations in Congo. Mr. Hammarskjold announced his intention of setting up an advisory group consisting of representatives of countries which had sent contingents to Congo. (The group would be similar to that set up for the U.N. emergency force in the Middle East.)

GREAT BRITAIN

Strikes continued to be the main topic of debate. The unofficial seamen's strike, aimed at the National Union of Seamen, continued to delay sailings all last week. A number of dock workers went on strike to protest that a new national agreement of 11s. a week pay rise was not enough. At the beginning of this week the General Council of the T.U.C. published their report on strikes. This was promised at the 1959 Trades Union Congress and has been prepared by the nineteen-member trade union side of the Minister of Labour's National Joint Advisory Council. Points made in the report include: (1) The responsibility of employers for strikes is largely ignored or played down; (2) Disciplinary action should be taken by unions against their members who start or prolong strikes against specific advice; (3) Any steward who, after being warned, repeats actions contrary to rules or agreements, should have his credentials withdrawn; (4) Stewards who act in defiance of their executives should be condemned and executives who fail to take the appropriate action are not carrying out their responsibilities to affiliated unions; (5) Excluding the printing dispute, the average time lost per employee through strikes in 1959 was under half an hour.

Under the Obscene Publications Act, Penguin Books have been summoned over their proposed publication of the unexpurgated version of D. H. Lawrence's *Lady Chatterley's Lover*. The trial will be by jury, and Penguins will be able to call witnesses to testify to the merits of the novel.

MALI FEDERATION

The two former French West African colonies, Soudan and Senegal, became independent within the French Union in June, having formed themselves into the Mali Federation in January 1959. Last week-end in **Dakar,** the former Federal capital, the Federation collapsed. The issue was the election of the President of the Federation. Senegal, which is much smaller than Soudan but richer through its groundnut trade and its port of Dakar, had chosen for its candidate M. Leopold Senghor (a distinguished poet who was responsible for the setting up of the Federation). The other candidate was M. Modibo Keita, the Soudanese Premier of the former Federation. He is a left-wing nationalist who favours a strong central Government.

President of the Cyprus Republic, Archbishop Makarios, carries out his first public duty: he is placing flowers on the graves of thirteen Eoka men in the central prison in Nicosia. Archbishop Makarios later attended the inaugural meeting of the Greek Cypriot communal chamber, when twenty-six elected members were sworn in. Under the Zurich agreement, the two communal chambers, one Greek and the other Turkish, were set up to levy taxes in their communities and have authority in religion, education, culture and other communal affairs. At the beginning of this week, it was not certain when the House of Representatives, the island's central government, would hold its first working session.

M. Keita called a Federal Cabinet meeting in **Dakar,** and dismissed M. Mamadou Dia, the Senegal Prime Minister, from the post of Federal Defence Minister. Senegal then called a meeting of its provincial Assembly, proclaimed the secession of Senegal from the Federation, and arrested M. Keita and other Soudanese ministers in Dakar. Finally they were sent back to **Bamako,** the capital of Soudan. Later General de Gaulle, as President of the French Community, invited M. Keita and M. Mamadou Dia to Paris, in order to discuss their future relations with each other and with the Community.

LATIN AMERICA

In **Costa Rica,** the Foreign Ministers of the countries belonging to the Organisation of American States passed a series of resolutions aimed at the dictatorship of General Trujillo in the **Dominican Republic.** They agreed to the imposition of collective sanctions for "acts of aggression and intervention" against Venezuela. (This included an attempt on President Betancourt's life in June.) Diplomatic relations with the Dominican Republic were severed and an arms embargo applied. But they rejected the United States's proposals that a committee should be set up to supervise democratic elections in the republic (General Trujillo some time ago announced that he had ordered democratic elections to be held in two years' time). After the Dominican delegation had left the conference, the Foreign Ministers started to discuss Communist encroachment in the Western hemisphere. This debate was designed by the United States for the purpose of discussing developments in Cuba.

MIDDLE EAST

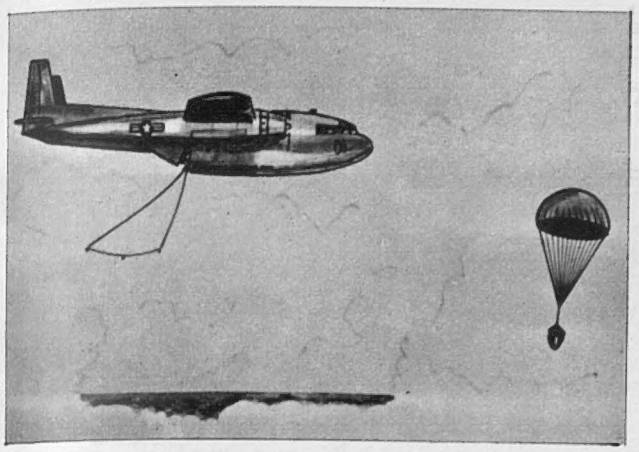
The Saudi Arabian Director-General of Oil and Minerals, Sheik Abdullah al-Tariki, arrived in **Bagdad** to discuss the oil situation with Iraqi leaders under the 1953 special agreement between the two countries on the exchange of information about oil. His visit coincided with the talks in **Bagdad** between General Kassem, the Iraqi Prime Minister, and the Iraq Petroleum Company and its associates. Earlier it was reported that Kuwait had asked for a special meeting of Arab oil states to discuss the oil situation.

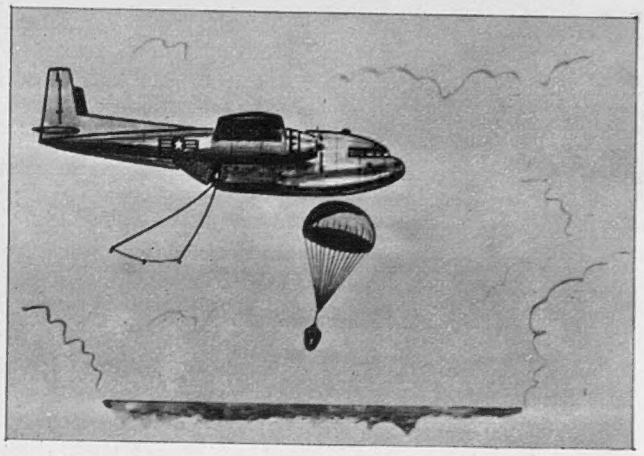
This flurry of activity was caused by the announcement last week that BP had followed the example of Esso and Shell and cut its posted prices for Middle East oil. (These prices form the basis for the 50/50 profit-sharing agreements between Middle East governments and the oil companies.) The reduction in the price of oil has been caused by various factors. Russia has entered into agreements with various countries in the Far East, including India, to export crude oil at lower prices than that which had been offered by western oil companies. The U.S. has restricted imports which has meant that Venezuela has had to find other outlets. Saharan oil, still in the development stage, will reduce French needs.

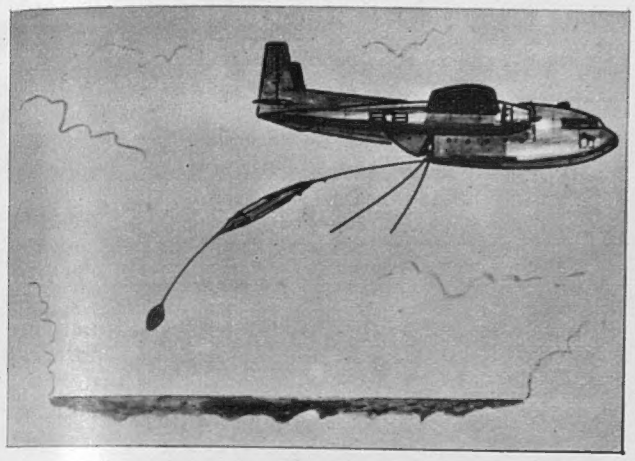
POLAND

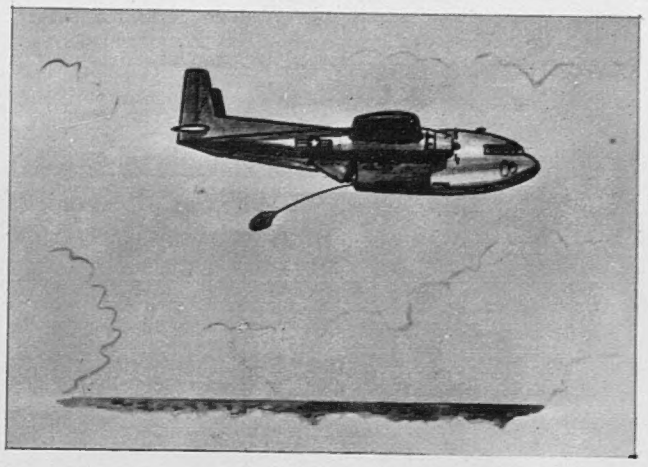
Reports from **Warsaw** indicate that the always precarious relations between Church and State have taken a turn for the worse. The Polish Communist Government were more than usually intransigent over arrangements for the annual pilgrimage by Roman Catholics to the national shrine at Czestochowa.

Cardinal Wyszynski, the Primate of Poland, addressing 150,000 people at the end of the pilgrimage last week, referred to injustices being suffered by members of the Church. Deadlock was reached in the negotiations between Church and State in May, when the meetings of the mixed commission were broken off. One burning issue was the governmental attempt to control teaching in the seminaries. According to reports, religious instruction in the schools, reintroduced in 1956, may be stopped. But Mr. Gomulka, Secretary of the Polish Communist Party, may be led to soften the attack because of the elections to the Seym (Parliament) in January 1960. In 1957, he received the tacit support of Cardinal Wyszynski.

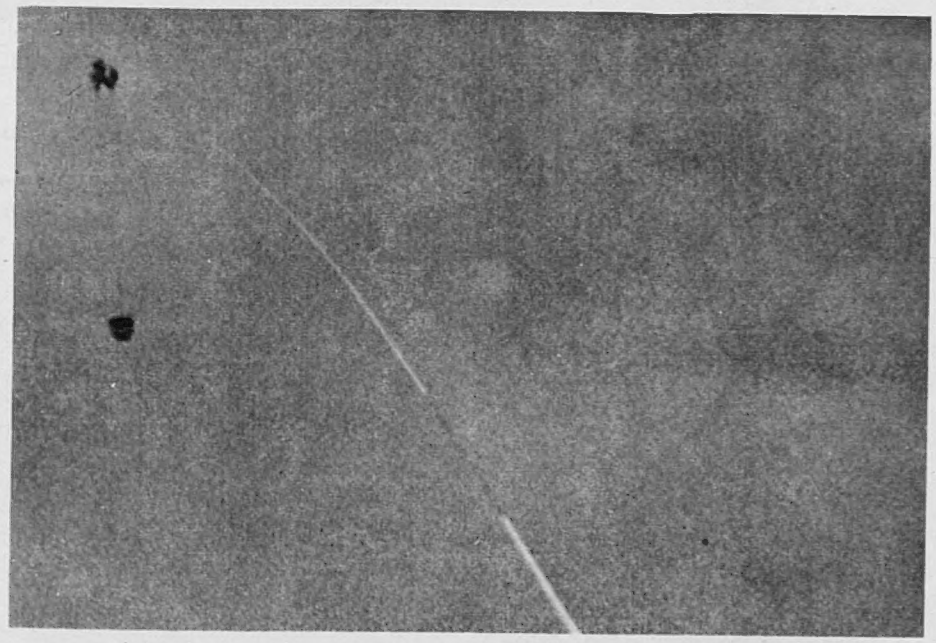




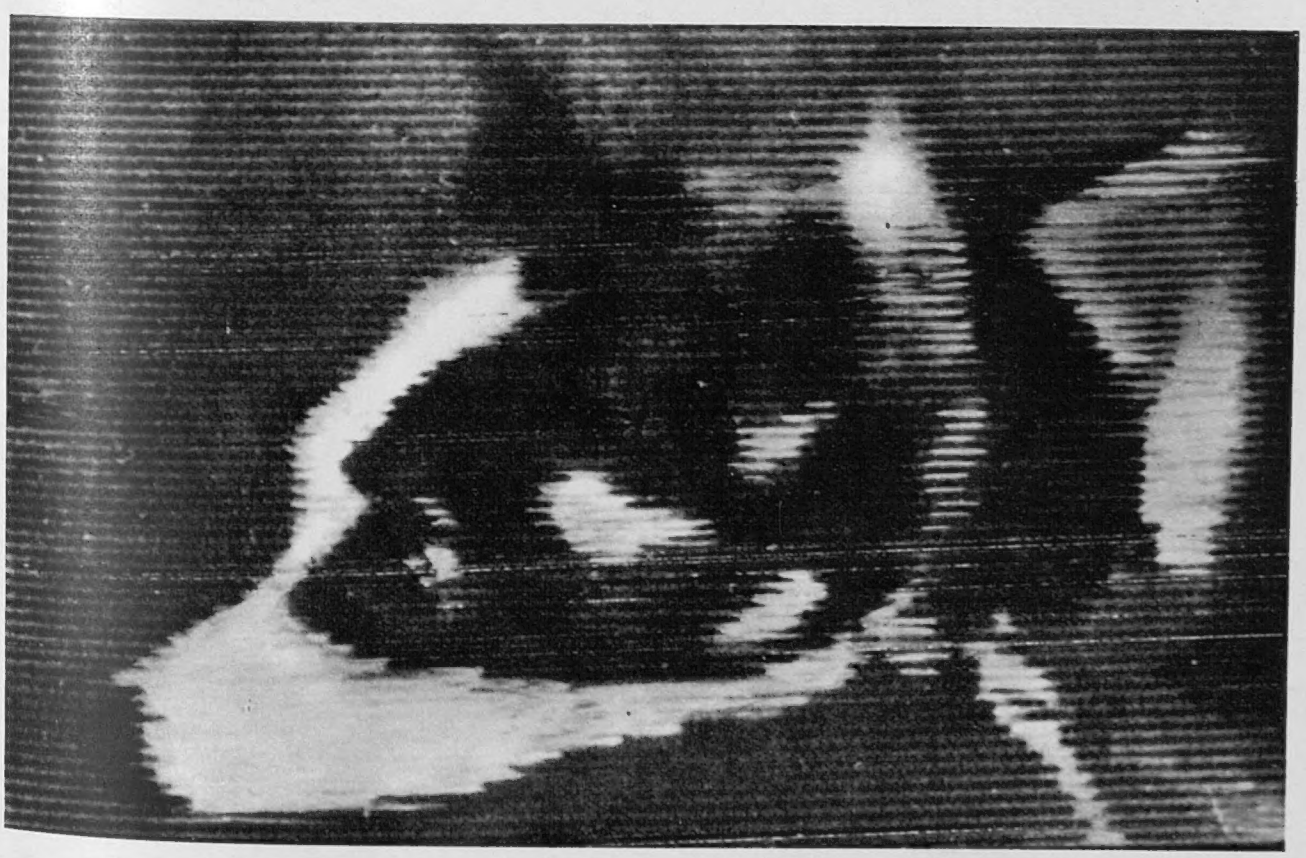




Above: These drawings illustrate the technique by which the Americans recovered the capsule which was ejected from the satellite. The two top diagrams show the aircraft approaching the capsule as it falls towards the earth below its parachute. The triangular device hanging from the aircraft is the sling which, in the third drawing, catches up the shrouds of the parachute. Finally, the capsule is reeled into the body of the aircraft. **Right:** A radio photograph of the moment of recovery. Left is the parachute, with its capsule; the retrieving line trails from it



Below: This photograph, received by radio from Moscow, of the television picture of Strelka, was transmitted from the space-ship to earth



THE NEWS IN PICTURES

ACHIEVEMENTS IN SPACE

The race between America and Russia to put a man into space was intensified last week by two spectacular feats—one from each country. The U.S. announced that a United States Air Force C-119 Flying Boxcar aircraft had retrieved in mid-air a space capsule which had been released from a satellite which was circling the earth. The satellite, Discoverer XIV, was on its seventeenth orbit when the capsule was ejected over Alaska. At 8,500 ft., over the Pacific Ocean south of Hawaii, the Flying Boxcar was waiting to catch the capsule with a trapeze-like hook hanging from the underside of its fuselage. The shrouds of the parachute which was attached to the capsule were caught up in the hook and the container was taken aboard. Altogether nine aircraft had been prepared to make the catch. The satellite was launched on August 18 from Vandenberg Air Force Base, California. On August 11, a capsule released from Discoverer XIII plunged into the sea after a similar attempt had been made to recover it. On that occasion the aircraft involved in the attempt lost track of the capsule when it disappeared into banks of cloud. It was later recovered from the sea. Neither capsule had anything alive on board, but contained instruments so secret that the American authorities would not reveal their nature. This achievement by the United States illustrates that her scientists are well on the way to solving problems of re-entry into the earth's atmosphere

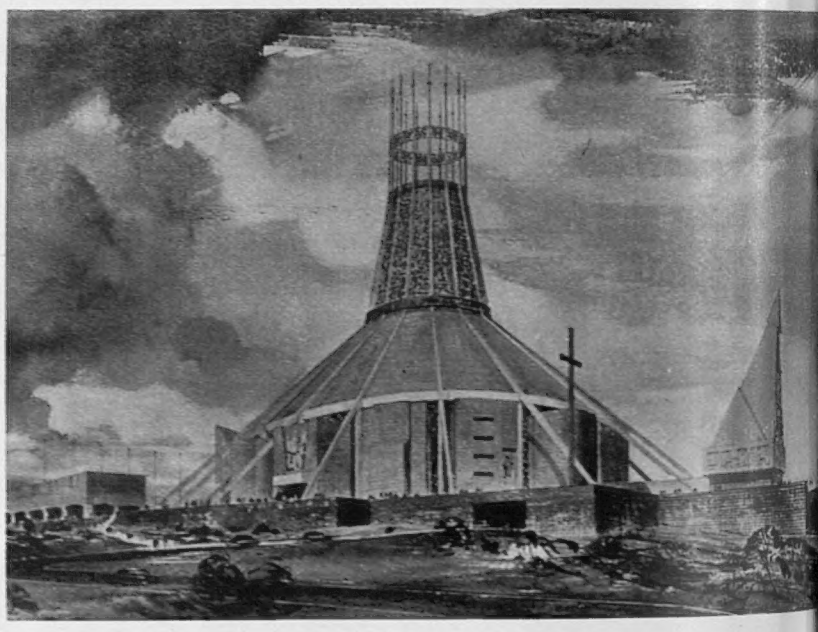
The American success was partially eclipsed the following day, when the Russians brought their latest space-ship and its capsule, named alternatively Sputnik V or Arknik, safely to earth. The container was carrying two dogs, Belka and Strelka, as well as mice, flies and plants. During the hours while the space-ship orbited the earth, covering over 430,000 miles at a height of 200 miles above the earth, Russian scientists watched the progress of the animals inside, by means of television. Following the announcement of the recovery of the two dogs—both alive and healthy—Western experts forecast that Russia would almost certainly be the first country to send a man up into space, possibly within the next three months. The conditions necessary to keep the two dogs alive in space are much the same as would be needed for a man. According to Russian reports, the space-ship and the capsule, which had been automatically separated, were brought down within 7 miles of the calculated landing area. No details were revealed as to how this was accomplished

CONSTRUCTION WORK IN PROGRESS AT THE MARBLE ARCH END OF HYDE PARK

At Hyde Park, in London, work is going ahead on the vast road reconstruction project—the largest in Central London for fifty years. When it is completed this will ease the congestion and traffic chaos which Hyde Park Corner and Marble Arch normally experience. At the Marble Arch end, where this picture was taken, the main work to be done is on a new roundabout system for which extra roads will be constructed. A link road will be added to join up with the south arm of the system. The traffic islands in the Park will be enlarged, and two tunnels are to be built, each for two-lane traffic. Park Lane will be used for south-bound traffic, and will form one side of a dual-carriageway to relieve the crush of traffic. The scheme is scheduled to be completed in 1962. It is costing about £5,000,000, of which £4,000,000 will come from a Government grant. Preparation work for the development, mainly the diversion of a sewer and gas, electricity and water mains to facilitate the tunnel construction, was completed at the beginning of this year. The main work, which is being carried out by the consortium Cubitts-Fitzpatrick-Shand, began just over three months ago

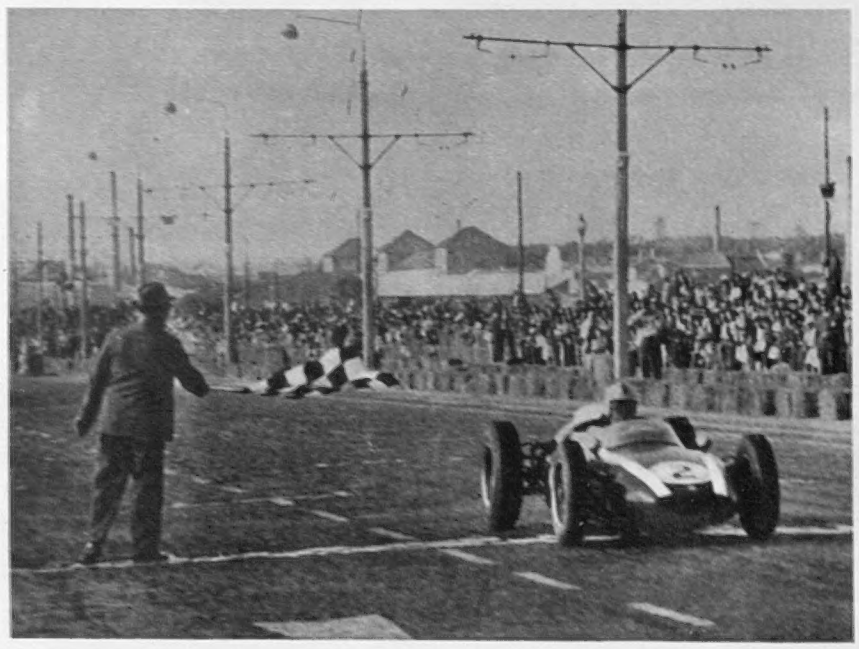
PERSPEX IN A NEW CHURCH

At St. Peter's Dominican Priory Church, Hinckley, Leicestershire, Arthur Fleischmann has made considerable use of perspex for decorative purposes. In the sanctuary, perspex has been used for the three altar panels, part of the tabernacle and part of the crucifix. The wall has a perspex mural. Over the entrance to the church there is a perspex Papal coat of arms



WINNING DESIGN FOR A NEW CATHEDRAL

Far right: The design for Liverpool's Roman Catholic cathedral, which was chosen from nearly 300 entries in a competition, is by Mr. Frederick Gibberd, who also designed London Airport and Harlow New Town. The cathedral will be circular, and will stand nearly as high as St. Paul's Cathedral, in London



BRABHAM WINS AGAIN

The Australian driver, Jack Brabham, in his Cooper, crosses the finishing line to win the Portuguese Grand Prix at Oporto. It was his fifth successive win in Grands Prix this season and meant that he has an almost unassailable lead in the World Championship for drivers for 1960. In an eventful race, Stirling Moss made a gallant return to Formula One racing, although dogged with bad luck

WORLD RECORD PARACHUTE JUMP

Far right: Captain J. Kittinger, U.S. Air Force, broke three world records when he jumped from a balloon gondola over 100,000 ft. above Tularosa, in the New Mexico desert. He fell more than sixteen miles before opening his parachute. The records were for the highest manned balloon flight; the highest flight in an open balloon gondola; and the longest free fall before opening his parachute (4 minutes 38 seconds)

THE NEWS IN PICTURES

The Republic of the Congo (the former French Congo) became independent within the French Union last week. There were celebrations in the capital attended by M. André Malraux, the French Minister of State for Cultural Affairs, and Mr. Kasavubu, the President of the neighbouring Congo Republic. Relations between the two Congos became strained after a bitter attack by Mr. Lumumba on the new republic's leader Abbé Fulbert Youlou, who was called a Fascist priest. Not surprisingly, Mr. Lumumba's name was specifically excluded from those invited. The former French Congo was followed into independence by its westerly neighbour Gabon, which became a republic. Both Congo and Gabon remained inside the French Union, the federal authority controlling their external relations by agreement

THE FORMER FRENCH CONGO BECOMES INDEPENDENT; ABBÉ FULBERT YOULOU AND M. ANDRÉ MALRAUX

At Utti, in southern Finland, the parachutists of the Finnish Army are inspected before climbing into their aircraft to make a parachute drop. Until this summer, the Finnish Army possessed no parachutists: 13 out of 1,300 regular soldiers who volunteered were selected, and are now trained. It was stated that more would follow

FIRST FINNISH ARMY PARACHUTISTS

Far right: In Accra, are Mr. Arnold Selby, secretary of the African Textile Workers' Union, his wife, who comes from Johannesburg, and their daughter Lorna. Mr. Selby said that they had been prevented from marrying because of South Africa's racial laws. They had tried to marry many times in South Africa and Basutoland. "Then Lorna was born and still we could not get married." The ceremony in Accra was performed at the home of Mr. Bing, Ghana's Attorney-General

A SOUTH AFRICAN REFUGEE MARRIES IN GHANA

Mrs. Bibi Titi was elected unopposed to a seat on the Tanganyika Legislative Council. This is the first time that a woman has been elected to the Council, which consists of up to thirty-four nominated members on the Government side and thirty elected representative members

WOMAN POLITICIAN IN TANGANYIKA

Far right: Visiting the Commonwealth Relations Office in London, are members of the Ghana Child Care Society. With Mr. Alport, Minister of State, Commonwealth Relations (*second from left*), are Mrs. M. A. Quaye; Mrs. H. Evans-Lutterodt; Mr. P. Carlis-Paittoo and Mrs. P. De Graft-Hayford. In Britain they are to see all aspects of child welfare work

GHANAIANS IN LONDON

Presiding judges in the Soviet Military Court in Moscow—Major-General Zakharov, Lieut.-General Borisoglebsky (the Chairman) and Major-General Vorobyev

SOVIET JUSTICE

In the Hall of Columns, in Moscow, Francis Powers, the American pilot of the shot-down U.2, was sentenced to ten years' loss of liberty; the first three years being in prison. This was the climax of an impressive and meticulous display of Russian court procedure. The sentence was stated to be lenient; it was mitigated because Powers had pleaded guilty. Although there had been accusations of brain-washing, it appeared that these were groundless. Later the parents, wife and sister of the pilot prepared a petition to Mr. Brezhnev, Chairman of the Praesidium of the Soviet Union, asking for a remission or reduction of the sentence. (There can be no appeal against the decision of a Russian military court, but an act of clemency by the executive is possible.) Most Western observers agreed that the trial was superb Russian propaganda and was designed as an indictment of the U.S. But it was believed that the test of Soviet justice would come if the pilots of the RB-47, shot down over the Barents Sea on July 1, were to be put on trial. In this case, there is a real defence to be offered.

Exhibits for the trial—equipment from the U.2

In the second row—Francis Powers's parents and his wife

Mrs. Barbara Powers watches her husband. Right is Francis Powers's sister

Francis Powers in the dock. In front of him, to the left, is his defence counsel, Mr. Mikhail Grinev

The Public Prosecutor, Colonel Rudenko, sums up

Powers examines what was stated to be his flight map

JOHN CONNELL

BEGINNING AGAIN IN EUROPE

Diplomacy is, in great part, the capacity patiently to convert an apparent *impasse* into a fresh start. In this present age, for reasons of which every literate person—from the most stubborn Aldermaston marcher to the most knowledgeable nuclear scientist or military commander—is sharply aware, it is essential, if civilisation (and probably humanity) can hope for any chance of survival, to avoid precipitating a major war. International disputes there are bound to be; local conflicts are inevitable, with all their implicit perilous risks of non-localisation. Over all looms the imminent threat of a Communist challenge which we, on our side of the world, may be too confused, too lethargic and too unsure of ourselves, to resist until it is too late, and we have surrendered all our essential defences, moral as much as physical.

There was a false dawn at the end of 1959 and the beginning of 1960. I candidly admit that for several months I persuaded myself of the reality, the strength and the possible persistence of that glimmer of light which, by mid-May of this year, had proved to be so woefully delusive. I thought then—I still think now—that there was a chance; whether we on our side muffed it, or Mr. Khrushchev on his deliberately bashed it to pieces in front of our eyes, matters very little to us in late August of this rather dismal year, though it will matter a great deal to future historians. What is of importance at present is, first, the psychological

At the airport at Bonn, are, from left, Lord Home, the U.K. Foreign Secretary; Herr von Brentano, the West German Foreign Minister; Mr. Macmillan and Dr. Adenauer

recovery from the grave shock caused by the collapse of the effort of years, and second, the renewal of effort.

We have been allowed no long interval for recuperation and readjustment. Of the two great Communist Powers which are the chief of our enemies (it is silly sophism to call them by any other name), China is the more obviously bellicose in its utterances, and in the long term the more dangerous; the Soviet Union is, in the short term and tactically, the more effective. We are engrossed at present in defending ourselves against the Soviet Union; we should be very ill-advised if we ignored China.

After the Summit disaster, Mr. Khrushchev renewed his pressure within a few days; and there has been little or no relaxation ever since. He has been magnificently assisted—whether fortuitously or by long design—by the turn of events in Cuba and in Central Africa. Like the bailiff in the long-ago music-hall sketch of my youth, Mr. Khrushchev has every right to shout triumphantly: " Meredith, we 're *in*! " To have gained entry to Latin-America, on the doorstep of the United States, no less than to have gained entry to Central Africa, must be reckoned a major victory, alongside which a stalemate over Berlin may, in the long run, seem of little importance. There is no use—there is, indeed, a good deal of harm—in any attempt to minimise the extent of the Russian advance. Mr. Khrushchev this summer has swept out on to the plane of world strategy; and he has shown himself to be a very able, ruthless and farsighted strategist, despite, and in sharp contradiction of, his blatant tactical deficiencies.

For us, however, the security, prosperity and unity of Western Europe are not merely tactical concerns; they are strategic objectives of the utmost importance. Whatever setbacks are suffered on other fronts, Western Europe must be held, for the simple reason that for all of us there is no alternative. This is our ultimate citadel, which we can only surrender at the price of death. This is why, racked with anxiety though we may be about Africa, we must, in our list of priorities, put Western Europe first. If we do not reorganise and greatly strengthen the defences of Western Europe against a long and arduous siege, it could prove to be our enemies' for the taking. I have a natural hankering to add " and the defences of the Commonwealth." But I know this now to be a sad, antique fantasy. What sort of use is the Commonwealth as a unified defence entity, if it comprises states so disparate and so diverse in aims and purposes as Ghana, the Union of South Africa, India and Pakistan?

The same question may be asked, quite justly, about Western Europe. But there is a far greater spiritual, social and economic homogeneity about Western Europe nowadays than there is about what we used to call, only a few years ago, the British Commonwealth; and there is an enviable geographical and logistical compactness, of which we have been slow to take advantage—mainly, I think, because we have found it difficult to recognise the speed with which our opponents' present challenge has developed.

Under close pressure, most of Europe's national leaders have been far quicker both in recognition and response. But they have always realised, even in their most intransigent, most exasperated (and most exasperating) moments, that a Europe without Britain is unthinkable. On some terms or other, Britain must belong to the comity of Europe. The difficulty has been, and still is, to devise the terms. Here lies the significance of Mr. Macmillan's visit to Bonn in the second week of this month. It was intensely important in intention, startlingly successful in outcome.

To a large extent the initiative came, surprisingly enough, from Doctor Adenauer. He showed, in his and Mr. Macmillan's brief but momentous discussions, a flexibility and a vigour which were extremely welcome. The result was an atmosphere of cordiality and hopefulness, at the talk's conclusion, which would have seemed impossible only a few weeks earlier. Not only was this an excellent omen for the future of Anglo-German relations in themselves (and they have been pretty frosty for a long time past); it opened up much wider prospects for the economic and political unity of Western Europe and of the Atlantic Alliance. Because both the Prime Minister and the Chancellor spoke for their own countries only, and in no sense as representative of their partners, whether in the Six or the Seven, in the Commonwealth or in Nato, there was inevitably a lack of conciseness and of concrete decisions about both their final communique and the comment upon it of the official spokesmen and the newspapers.

But Dr. Adenauer had no difficulty in sincerely persuading Mr. Macmillan that he is no longer (as *The Times*' correspondent put it) " exclusively concerned with the development of a little Europe at the expense of Britain." They were, therefore, able to move swiftly on to the positive task of exploring the opportunities of a closer British association with the Common Market, and the removal of the economic obstacles to such an association, in the interests of European political unity. They agreed on visualising this association as between individual nations rather than within a supranational framework, such as that which is dear to the hearts of the more fervent advocates of the European Common Market. Dr. Adenauer thus moved a long way towards acceptance of the outlook and philosophy of the European Free Trade Association—the Seven—in whose formulation the British Government has played a leading part.

The most striking consequence is that the difficulties and disagreements of both the European Economic Community and the European Free Trade Association can now be seen against the wider background of the general political situation throughout the world. If I may be permitted the phrase: we are no longer at sixes and sevens. And high time, too.

Someone else must, of course, be brought into the making of the new start, and its accompanying cautious jollifications: President de Gaulle. Nobody at Bonn was very eager to talk about France, but the President-General's long, formidable shadow was—as is customary nowadays—over the discussions all the time. The Anglo-German reconciliation was an event, as Mr. Macmillan pointed out, of historic importance—even if someone was so tactless as to billet the Prime Minister in the hotel at Bad Godesberg which housed Neville Chamberlain in 1938. But it followed, and was a corollary to, a great process of Franco-German reconciliation. How soon will it be before Britain, France and Federal Germany are in tripartite consultation? Surely this is the next essential step, to be followed—after the American Presidential election—by a conference with the United States, at which the three European Powers will be able to present a unified front, not of hostility but of persuasive and friendly authority. Such a combination would indeed represent a new start and a new force in world affairs.

LEADER IN LAOS

Captain Kong Lae, of the Laotian Third Paratroop Battalion and leader of the revolution in the State, addresses a crowd in Vientiane, the administrative capital. In a well-organised coup, which appeared to take Laos by surprise, Captain Kong Lae gained control of the city and of the National Assembly. The Royal Laotian Government and the King, Tiao Savang Vatthana, took refuge in the Royal capital, Luang Prabang. After a period of negotiation with the King, it was agreed that Prince Souvanna Phouma, a member of the junior branch of the Royal Family, should become Prime Minister—for the third time. He formed a government which was to implement the strong neutralist policies, advocated by Captain Kong Lae. The basic points proclaimed by the revolutionaries were a drive against corruption; national unity; and a foreign policy which was to include the establishment of diplomatic relations with the U.S.S.R. and China. It was evident that, in the first days of Prince Souvanna Phouma's Prime Ministership, Captain Kong Lae retained control of popular feeling. He stated that he would become Army Commander-in-Chief. It was not certain what part the Pathet Lao, the Communist rebel group, would play in future events. Its leader is Prince Souphannouvong, a half-brother of Prince Souvanna Phouma. Later events showed that Captain Kong Lae's control was being actively opposed by former Army leaders: an aircraft dropped leaflets on Vientiane announcing that General Phoumi Nosavan, Minister of Defence in the overthrown Government, was endeavouring to organise a counter-revolution.

Nearing completion in Stepney is the German church of St. Boniface. It will replace the small hall (*foreground*) and is to be dedicated later this year by Cardinal Archbishop Godfrey of Westminster. In the tower are the bells donated to the German Mission in England in 1885

Walking in procession through the cloisters of Westminster Abbey are the choir of Grace Church on the Hill, Toronto. The Canadian choir is singing at the daily services until August 28

A London Newsletter

13-15, John Adam Street, W.C.2

THE BROMIDE. "The unity of Europe and the peace of the world, these are our aims. It is easy to put these goals before us but we must work hard and patiently to reach them. Whatever the difficulties, I am sure that, if we keep these high ambitions before us, we shall in due course succeed." So, with frequent reference to his script, spoke Mr. Macmillan in the rain as he faced the photographers at the Airport in West Germany recently. This short but perfect example of the King Bromide, I should have supposed Mr. Macmillan (despite his preoccupations) could have committed to memory. Fate has compelled him to repeat the sense of it often enough. I was profoundly shocked by its reception on TV by a perfectly respectable small audience of adults. "Everyone suddenly burst out laughing." Partly it was due to the intense solemnity of Mr. Macmillan in the role of a prophet speaking a pearl of newly-discovered wisdom (which the words he used mocked), partly to the face of old Dr. Adenauer over his shoulder, partly to the constant dropping of his eyes to his prepared script, partly, I suppose, to cynical memories of those other missions to secure "peace with honour." The levity was all *wrong*. My sympathies were with Mr. Macmillan, who was engaged on an obviously important mission which may well in time have useful results. Who was it who decided that modern statesmen on their grave missions *must* be thus butchered to make a Roman holiday for radio and Press men and their publics? Why must every politician who sets out on, and returns from, a mission be compelled to out-bromide his fellows? Put another way, what does it profit the public or the public man to hear or speak such empty truisms. It doesn't put the public "in the picture." It puts the public man into a comic strip.

"GOOD RELATIONS IN INDUSTRY." I dare say that when the statisticians issue their next report on "industrial disputes" we shall learn that 1960 was a comparatively peaceful year. It doesn't look so just now. Industrial relations look to me rather more like anarchy and jungle law. Some Trade Unions no doubt are worried over their loss of authority, but Parliament is in recess and Cabinet Ministers on duty are fully occupied with overseas problems. In any case, interference with the machinery of industrial relations is a business which no Tory Government would wish to engage in. It is interesting to speculate whether, if a Labour Government were to-day in power, with the T.U.C. as its political partner, the seriousness of the situation would induce those two allies to act together and drive some discipline into the unruly elements. I doubt it. The best hope for a return to sanity and reason, the honouring of agreements and the use of constitutional machinery for just grievances seems to lie in the ultimate reaction which in human affairs sometimes follows on a reign of lawlessness. Our caveman ancestors, after all, were the founders of our theories of orderly government. It became intolerable to them to have to post sentries night and day before their cave entrances to prevent the theft of their marrow bones; and a kind of truce emerged by common consent as an act of reason and sense. So began civilised government and the rule of law. Our cavemen ancestors were obviously further advanced in civilisation than their remoter ancestors who "sawed off the branch of the tree they sat on." The modern cavemen seem to have jumped back to first beginnings. It seems odd to me that the latest seamen's strikes coincided with a healthy rise in Shipping Share equities on 'Change. It makes me feel I am a pessimist and very ill-informed.

GENERAL GOUGH. General Sir Hubert Gough, on his ninetieth birthday, confirmed the old saw "Old Soldiers never die." He is still very lively and interested in current and past events. I was in his 5th Army and ran away with the best of them in the mists of the March retreat in 1918, at any rate as far as Amiens. There were few of us (who were not brass-hats) who had not, long before, realised the nakedness of the land which he was charged to hold or did not contribute to the warnings of what would happen, which poured in to G.H.Q. from the front line backwards to G.H.Q. for months before the "push." But in the old Army "a victim must be found" on all occasions on which a Supreme Commander's reputation is at stake, and "Goughy" was chosen in 1918, as in 1914 was Smith-Dorrien. Both have won their appeals in the Supreme Court of History, but "Goughy" had to work long and hard for his. The Fifth Army and its commander to-day have their memorial in London and their honourable niche in history. All of which leads me to believe that suffering injustice is not necessarily a killer. War leaders died like flies after 1918. Responsibility had taxed their hearts. They had worried too much. But General Gough went to work with a sense of humour and without bitterness, and has survived all his more decorated military peers. What price glory?

TOWN AND GOWN. I should like to live long enough to see in being Lord David Cecil's plea to turn Oxford into a "Cathedral Precinct." No through road; Magdalen Bridge closed to all but pedestrians and bicyclists; a city of dreaming spires defended by the "Parks" on the north, by the river on the east and south, and on the west by St. Aldate's, the "Corn" and St. Giles. Once this imaginary wall has been created, the planners can settle down to devise ways and means of "getting round Oxford." And there 's the rub. Oxford has for so very long been a battleground of town and gown, and if the gowns had it, Lord David's plan might long ago have come into being. There are so many planning authorities, and central government is very conscious of

At the Eastern Dock at Dover, during the unofficial seamen's strike, cars are diverted after the sailing of the ferry *Maid of Kent* (centre) was cancelled. The *Halladale* (left) sailed with a skeleton crew

their rights and not anxious to override them; and among the planners are shopkeepers and hoteliers and many other trades who would resist to the last so direct a cut at their profits from bus- and car-borne trade. Lord David says Oxford is worth it, and indeed she is. But a large percentage of the responsible planners must inevitably think more of what Oxford is worth to them than of what she is worth to culture and civilisation. And perhaps Lord David had been wiser not to end his argument by calling on the central government to assume dictatorial powers " especially now that the head of that government is Chancellor of the University." That very fact might give the Premier pause, even as a Premier's power forever increases.

A CASE FOR REVISION. Mr. Horace Spence (Church Assembly Children's Council) has spoken out clear and frank about children's hymns still current in services. The tunes, he rightly says, are too often weak, sugary and sentimental. The words still echo what Victorian parents thought that children ought to feel; but never do and never will. He cites " We are but little children weak " and " Pity my simplicity." He perhaps had in mind school meals and free milk and the successful advance of juvenile delinquency. Certainly children should not be allowed to sing hymns in church with their tongues in their cheeks, and if the modern child is pretty tough and not so simple and innocent as adults liked once to believe, there is a case for drastic revision of the hymnal; and I have clear proof that where the choice of hymns is left to a layman with a sense of humour, attendance by young and old alike improves and a little more zest and sincerity enter into the singing. Mr. Spence could well now turn his attention to " grown-up " hymns in many of which the tunes are even more deplorable and the words sometimes ridiculous, sometimes rather revolting. It is a pity that Chesterton didn't write more hymns harnessed to the few rousing tunes which the Hymnal has. I don't know if it be the influence of *Westerns* and TV addiction to violence, but certainly the warlike hymns always have evoked, and still do evoke, more zest from young and old. It has always seemed odd to me that, while popular and music-hall songs whistled in the streets constantly change, songs of praise and worship, generation after generation, are suffered to remain as sacred as Holy Writ. There is more sense in " Ta ra ra boom-deay " than in some of the hymns still forced upon churchgoers, young and old.

3,000 HOURS OF CROSSWORDS. The death of Mr. Ronald Carton last month revealed that he was first to be put in charge of *The Times* crossword daily feature which first saw the light on February 1, 1930, and for many years was the author of many of them and editor of all. Can it be that I have devoted twenty minutes a day six times a week to this feature for thirty years of my life? Practice makes for perfection and I usually " do the job " within my allotted time, but I am sure I was often defeated in 1930 and still occasionally am defeated when a " Torquemada " is hired for the occasional twister to defeat the vain. I suppose the " Crossword " was born in the States, like most of our " native " customs, but it certainly lost its American accent quickly and took on the Oxford manner. I suspect that Oxford and Cambridge dons and schoolmasters have in recent years contributed a fair share. My own record would be better, if Dickens had been barred. I have never yet stooped to a reference-book or book of quotations, but time and practice can make one almost word perfect in the crossword dictionary which is reasonably limited. There is to-day a considerable list of " common-form " crossword words, and after long practice one can emulate Sherlock Holmes (who could build up the character of a man from his bowler hat or walking-stick) by deducing the character, profession and recreations of a crossword puzzle-setter. Since February 1, 1930, how many men and women have daily, (*a*) solved, (*b*) tried to solve *The Times* crossword puzzle? Find me the nimble accountant ready to furnish approximate figures for (*a*) and (*b*). I myself have wasted, in round figures, 3,000 hours. Wasted? Yes, in the sense that the exercises have not increased my knowledge by one single jot. Worthwhile, in the sense that I have enjoyed them as relaxation.

THE OLD STAGER

ENTERTAINMENT

BALLETS AFRICAINS

at the Piccadilly Theatre

With something of the surprised delight of the intrepid African explorer finding a lost tribe, the first-night audience welcomed the return of the company of dancers, drummers and musicians from Guinea. Directed by Kante Facelli, they present an evening of stunning vitality and bubbling good humour. The present season, which opened on August 15, lasts for three weeks. Because the traditional dances are a vital part of the dancers' lives, they are not dated like a fusty entry in an anthropological treatise. Three of the works are nationalistic, looking back with simple horror on the days of colonialism and welcoming the advent of President Sekou Touré's republic. The set-piece is the ballet *Midnight*, the story of a young village girl, whose lover is killed through jealousy, and who then kills herself in despair. Perhaps the most exciting item of the programme is a fire dance, performed with flaring torches in semi-darkness.

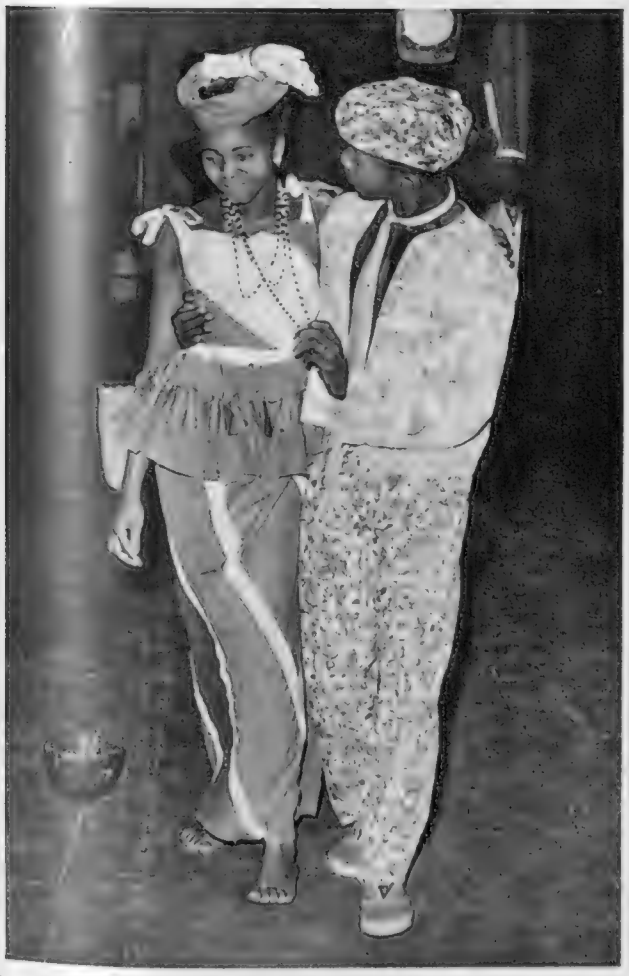
There was a lot of comment in the Press over whether the Lord Chamberlain would allow the young girls in the company, to perform as they usually do, naked to the waist. The Comptroller of the Office, Sir Norman Gwatkin, was, in fact, invited to watch a rehearsal. Afterwards he said that since it was ballet, it did not come within his scope. His office has its origin in the post of the Master of the King's Revels in Tudor times. Although at first primarily political, the Lord Chamberlain gradually became the chief stage censor. In 1843, the position was regularised (and complicated) by the Theatres Act. A large amount of litigation followed on what constituted a play. In a famous case, Wigan v. Strange, Lord Chief Justice Erle ruled that a ballet divertissement, in contradistinction to a ballet d'action, did not constitute such a play. This distinction has never been tested; it would indeed be difficult to do so.

Nalo Camara and Leyba Kouyate, two of the members of the company of dancers from Guinea

To the beat of the drummer, Nalo Camara whirls into a solo dance

Fifteen-year-old Nalo Camara

Three of the dancers in *Initiation and Ferekoroba*



Sokona Diong and Momo Sylla

Nalo Camara as the tragic heroine of *Midnight*

THE VOICE OF THE COMMON

AUSTRALIA

Of the many problems the Australian Administration in the territory of Papua-New Guinea has to solve in guiding the native peoples of the area as quickly as possible to self-determination, one of the most difficult is that of adapting the system of land ownership to the needs of progress. And perhaps no problem more tellingly illustrates the folly of—in the words of the Minister for Territories, Mr. Paul Hasluck —" making human beings walk over cliffs in the dark."

In a recent statement to the Australian Parliament, Mr. Hasluck re-stated one of the basic tenets which has guided the Administration both of Papua since it became Australian territory in 1906, and of New Guinea, both under League of Nations mandate and United Nations trusteeship: that all land in Papua-New Guinea was regarded as belonging to the native people who occupied it. But to make this formal the Government set up a Commission in 1952 to find out from the people themselves who owned each piece of land so that the ownership could be registered. " It did not take long, however," said Mr. Hasluck, " to realise first of all that it would take literally generations before the lands of the whole territory could be so registered. Furthermore, the enquiries revealed that the systems of land ownership, occupancy and use were much more complex than had been at first supposed. More recent research by anthropologists and geographers have also revealed that we were following an illusion when we thought that we could transcribe native custom and usage into terms familiar in English law."

There is no uniform pattern of land-holding throughout the territory. There is, in fact, very little individual ownership of land among the native people. One form of ownership may be in a tribe or clan or family group, there may be individuals or groups of people who have rights of various kinds to use portions of the land. When a resident of New Guinea or Papua says, " This is my land," he may mean that he has the right to use part of it under certain conditions for gardening, or that he may have hunting rights over it, or that he may have rights to gather material from the jungle. In most societies one of the tests of ownership is the right to sell the land or to pass it on to the owner's heirs and successors. But the customs of land inheritance among the New Guinea people are complex and varied. For example, some societies in the territory are matrilineal with the rights in the land which a man has worked sometimes passing not to his own children but to his sister's children.

These customs may have been suitable for subsistence agriculture in which the land was required only for short-term cropping or food gathering. They are not suitable for any system of agriculture which aims at substantial and permanent improvements to the land. It has been found that native custom and Government attempts to respect native custom will not meet the needs of a society in which, to an increasing extent as the result of rapid economic progress, the native people are planting tree crops such as coffee, cocoa, and copra and engaging in cash farming. The practical problem can be indicated by a simple example. It sometimes happens that a young and energetic man who wishes to plant cocoa cannot obtain access to any land under native custom. How can this and similar situations be changed? "This is not," Mr. Hasluck said, " something to be done suddenly for it should only be done with the consent and approval of the native peoples themselves and it should only be done in the light of a close and exact understanding of the customary system of tenure."

NEW ZEALAND

The New Zealand Government's new motor vessel *Moana Roa*, sailing from London on its maiden voyage on August 25, was constructed for the service that the Government conducts between New Zealand and the Cook Islands, a group of fifteen South Pacific islands which New Zealand administers. The Cook Islands' service is not easy to run economically. With the main port, Avarua, on Rarotonga, 1,650 nautical miles from Auckland, New Zealand, and a total population of only 18,000, the group is not large enough to attract either an adequate international shipping service by overseas vessels or a regular service by New Zealand operators. The thirty-three-year-old *Maui Pomare*, which the Government has operated on this route, will now be replaced by a 13½-knot vessel of 3,050 gross tons, nearly a third faster and with nearly double the insulated cargo space.

This will be something of the utmost importance in the economic development of the Cook Islands. The *Moana Roa* will be able to handle much faster and better the seasonal and varied export crops of the Cook Islands, which require adaptability of cargo space and temperature range. The need is for a vessel to cope with heavy exports for a limited season and also to provide, economically, year-round facilities for passengers and general imports and exports. The *Moana Roa*, especially designed for her task and with passenger accommodation of a high standard, should be well-suited to the role. Fruit (mostly oranges and tomatoes), pearl shell, copra and manufactured apparel are the principal exports of the Cook Islands, the total annual value being over £500,000. The value of imports (mostly foodstuffs) exceeds £750,000 a year.

The purpose for which the ship was constructed also gives a reminder that New Zealand's administrative responsibilities extend much further than the islands which form her mainland. In fact her interests are represented in territories scattered throughout a stretch of ocean reaching from near the Equator to the Antarctic (in which she exercises the administration of the Ross Dependency). The distance of the Cook Islands from New Zealand gives some idea of how far-flung these territories are. The responsibilities beyond her own shores began with the annexation in 1901 of the Cook group, discovered by Captain James Cook in 1773 and proclaimed a British protectorate in 1888. Niue, though one of the Cook Islands, has been under separate administration from New Zealand since 1903. Then, in 1919, New Zealand was granted a mandate over the territory of Western Samoa. In 1946, trusteeship agreement for Western Samoa was approved by the General Assembly of the United Nations, and New Zealand was formally committed, as administering authority, to promote the development of Western Samoa toward ultimate self-government, a goal now near to realisation. In 1949 the Tokelau Group, since 1925 administered by New Zealand on behalf of the United Kingdom Government, became part of New Zealand under the general direction of its Department of Island Territories, although administered by the High Commissioner of Western Samoa.

Nauru Island is administered under a trusteeship held jointly by the United Kingdom, Australian and New Zealand Governments. Other islands under New Zealand administrative direction have only small populations, such as Campbell Island and Raoul in the Kermadecs, where there are meteorological and radio sound stations; other minor islands—Three Kings, Auckland, Antipodes, Bounty, Snares, and Solander—are not regularly inhabited. The Chatham Islands, a group of two islands and some islets about 460 miles east of New Zealand's South Island, with a population over 500, are administratively part of the mainland. The population of island and trust territories is about 130,000 (latest figures are Western Samoa 105,863, Cook Islands 18,041, Niue 4,781, and Tokelau 1,861). Some 4,350 Samoans, 2,950 Cook Islanders, and 1,170 Niueans live in New Zealand, and, according to the annual report of the Department of Island Territories, their health is good and they have little difficulty in finding employment.

INDIA

Increased emphasis on export promotion, rapid development of export industries, continuation of the present screening and control of imports and a widening of her commercial relations with different countries—these will be the main features of India's commercial policy in the Third Plan period. India's balance of payments is likely to continue to be under pressure during the coming few years, owing to the import needs of development projects. It has been estimated in the Draft Outline of the Third Plan that the total import bill over the Third Plan period may be around £4,252.5 million, an annual average of about £825,000,000. As against this, the expected level of export earnings over the five-year period is estimated, for the present, to be of the order of about £2,587.5 million or a little less than £525 million a year. The Draft Outline, thus, envisages a deficit of over £1,650 million on merchandise trade account during the Third Plan period.

It is, therefore, inevitable that imports will continue to be strictly regulated in the foreseeable future. During the Third Plan period, top priority will be given for import of raw materials and for capital goods and equipment essential for the plan projects. At the same time, the country will have to make sustained efforts to make maximum use of indigenous resources. The Third Plan has been formulated with emphasis on schemes, which are either import-saving in character or which will enhance the country's capacity to export.

Broadly, India's import requirements during the Third Plan period can be grouped under two major heads—imports of raw materials, etc., required for the maintenance of production, and development imports required for implementing the Plan projects. It has been estimated that imports required for the maintenance requirements of the economy might add up to something like £2,670 million in the Third Plan period, which is around the anticipated level of India's export earnings during this five-year period. The financing of the import of development imports, therefore, will depend largely on the availability of external assistance and on the possibility of increased exports.

A new factor emerging in trade between nations of the world, and likely to affect India's trade over the coming years, stems from the emergence of new regional groupings for trade and tariffs in different parts of the world. It is too early to assess precisely the effects of these groupings on world trade. Whether the intra-regional development of trade will be at the expense of trade with outside countries, or whether

WEALTH

Australian and New Zealand administrative problems in their overseas territories; increased emphasis on India's Trade; and Agriculture in Malaya

the increased demand, following the increased level of economic activity, consequent on the formation of these groups, will lead to increased trade with the outside world, only the future can indicate. An important objective of India's commercial policy has been to diversify her trade through trade agreements with various countries. These agreements foster trade through an increased knowledge of the availability of goods in the signatory countries. To-day, India has agreements with as many as twenty-eight countries and it has been found that the value of trade with these countries has increased at a faster rate than her overall trade. For example, between 1957 and 1959, exports to the "Agreement Countries" rose from 67 per cent. to 72 per cent. In 1959, the total value of exports to those countries was as much as £336.75 million, out of a total of £467.25 million.

As far as controls over exports are concerned, the Government have already relaxed the bulk of these, and further relaxations would be possible with increased production within the country. It is the Government's policy to give every facility to the exporters and to strengthen the organisation of the export trade. A policy of liberal licensing of import of raw materials has been in operation in the case of export industries, and licensing of capital goods for export industries is also allowed, liberally, subject to overall considerations of foreign exchange availability. While sustained action would be necessary both with a view to keeping a watch on imports, and for the promotion of exports during the Third Plan, the policies adopted by the importing countries would be of paramount importance in determining the size, nature and direction of exports from India. Mr. Nehru's Government hopes that the development of trade in the world would not be in a restrictive and selective manner, but would increase the total volume of trade throughout the world.

MALAYA

The Minister of Agriculture and Co-operatives, Inche Aziz bin Ishak, announced at a Press Conference held on August 13, that his Ministry would now concentrate on the diversification of crops in the Federation, instead of depending solely on rubber. He added that this policy was laid down as a result of the recent report of the World Bank representatives to the effect that it was unsafe to depend too much on rubber. Inche Abdul Aziz, said that his Ministry would encourage smallholders to grow more oil-palm, coffee, tea and Manila hemp. "For the last five years, I have initiated the diversification of crops other than rubber and given top priority to their production," said the Minister. It is now the intention of the Agriculture Department to encourage smallholders to grow more oil-palm in suitable areas which have never been used before. The Director of Agriculture, Mr. Ure, said that there were about 400,000 acres in Pahang and Johore, where palm oil could be grown economically by the smallholders.

The main difficulty, he said, was in processing the products. This could be overcome if a suitable and well-planned processing centre could be established by co-operative societies. At the moment there are about 126,000 acres of large oil-palm estates. The average annual income from one acre of oil-palm would net the smallholders about 900 dollars, (about £105)—comparable to the income derived from rubber. In 1959, the Federation exported nearly 81,000,000-dollars worth of palm oil. Inche Aziz also said that Manila hemp, an easy plant to grow, would greatly benefit the kampong people if properly encouraged. There is a big demand for first-class hemp abroad, he added, and this crop, could be used as a second crop in the new development areas. At the moment there are about 10,000 acres under tea in Malaya—5,000 acres of lowland tea and another 5,000 acres of highland tea. "The economic return from tea is also comparable to rubber and there is a steady demand for export," the Minister said. There are 30,000 acres of coffee plantations, of which 13,500 acres belong to the smallholders. Inche Aziz said that there was a growing demand by local people for local coffee. "It is the fashion and also an incentive to national interest to encourage more people to drink our locally-grown coffee." If imported coffee was banned, Malaya could increase its coffee area to 50,000 acres—enough to meet local consumption.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

During India's Independence Day celebrations in Delhi on August 15, Mr. Nehru addressed a large crowd which had gathered in the capital. Earlier, the Indian Premier had hoisted the national flag on Red Fort to mark the occasion. Mr. Nehru stressed the need for national unity, and warned against internal agitation in support of a province, community, language or caste rather than the country. While he was speaking, Sikhs were demonstrating only a few hundred yards away and, later on this thirteenth anniversary of independence, about 150 Sikhs were arrested at the meeting

At a supply base in Australia, 12½-gallon drums of fuel, fitted with parachutes, are fixed to the wing of a Beaver aircraft operated by the Snowy Mountains Hydro-Electric Authority. The drums are parachuted to construction workers at Windy Creek, 3,500 ft. up in the Snowy Mountains in South-Eastern Australia. At this point the men are building a road to link Geehi (fifteen miles away and 2,000 ft. below) to the site of what is destined to be one of the largest underground power stations in the world. For the drum dropping operation the Royal Australian Air Force supply the parachutes; BP Australia Limited supply all the hydro-electric Authority's fuel

INDEPENDENT CYPRUS

In his first Press Conference, in Nicosia, after Cyprus had become a Republic, Archbishop Makarios, the island's President, said that in his opinion Cyprus must remain in the Commonwealth. The question was to be decided in the House of Representatives. Until that time, Cyprus would remain in a state of " suspended animation " within the Commonwealth. United Kingdom consular posts abroad would continue to represent the Republic. Should the House of Representatives vote for inclusion within the Commonwealth, the remaining question to be settled would be the agreement of the other Commonwealth countries. Archbishop Makarios also commented on the possible installation of nuclear weapons in the sovereign British bases on the island. He stated that if the weapons were used in a way which affected Cyprus, the people would not agree with it.

Sir Hugh and Archbishop Makarios say goodbye

At Government House, Nicosia, are Archbishop Makarios; the retiring Governor, Sir Hugh Foot; and Dr. Kutchuk

A former Eoka lieutenant returns to Cyprus

In the House of Representatives, Nicosia, the treaties are signed

Before the torch is lighted at Olympia, the high priestess prays

The torch is kindled in the ceremonial urn in the ancient Greek temple

FROM GREECE TO ROME

To initiate the 17th Olympic Games at Rome, from August 25, the hallowed ceremony of the sacred flame was carried out with impressive ritual: 362 Greek athletes, in relays, bore the torch from Olympia to Athens. Over 5,000 people attended the ceremony of kindling the light in the ancient temple. When the last Greek runner reached the stadium at Athens, Crown Prince Constantine took the torch to light the stadium's altar. He then handed the torch to Italian naval cadets, who escorted it to Piraeus. The flame was taken on board the Italian training vessel *Amerigo Vespucci*, for the journey to Sicily. From there the torch was carried to Rome. There were 1,187 stages in the relay, taking about 105 hours to carry the torch on its long journey. The last part, from the Capitol to the Olympic Stadium, where the opening ceremony is held, was due to be covered by twelve runners. According to the official arrangements, television cameras in the streets of Rome were to record the last "lap."

The first runner, the Greek decathlon champion, receives the torch and, **below left,** sets out

In Athens, the torch is handed to Crown Prince Constantine of Greece

The Olympic Village was constructed to house the thousands of athletes arriving for the Games. Later it will become a residential area

THE ROME OLYMPICS

Many thousands of visitors have been arriving in Rome for the Games, in which some 8,000 competitors are taking part in the huge programme from August 25 until September 11. For years the Italian capital has been preparing for the Olympics. New roads and a number of spectacular modern arenas have been built. They present a startling contrast to the ancient Roman "grandeur." The credit for much of the modern setting should perhaps go particularly to two men. The head of the Italian Olympics Committee is Giulio Onesti. It was his idea that Italian sport should be financed by a football pool run by the committee. With this wealth, a series of luxurious facilities have been constructed.

The most impressive of the new structures just outside Rome were the inspiration of Pier Luigi Nervi, whose soaring, graceful concrete domes and columns provide a setting which may well steal the limelight from the athletes. There are three arenas designed by him: the Little Palace of

The big Sports Palace, designed to hold 16,000 spectators. Boxing and basket ball will take place here

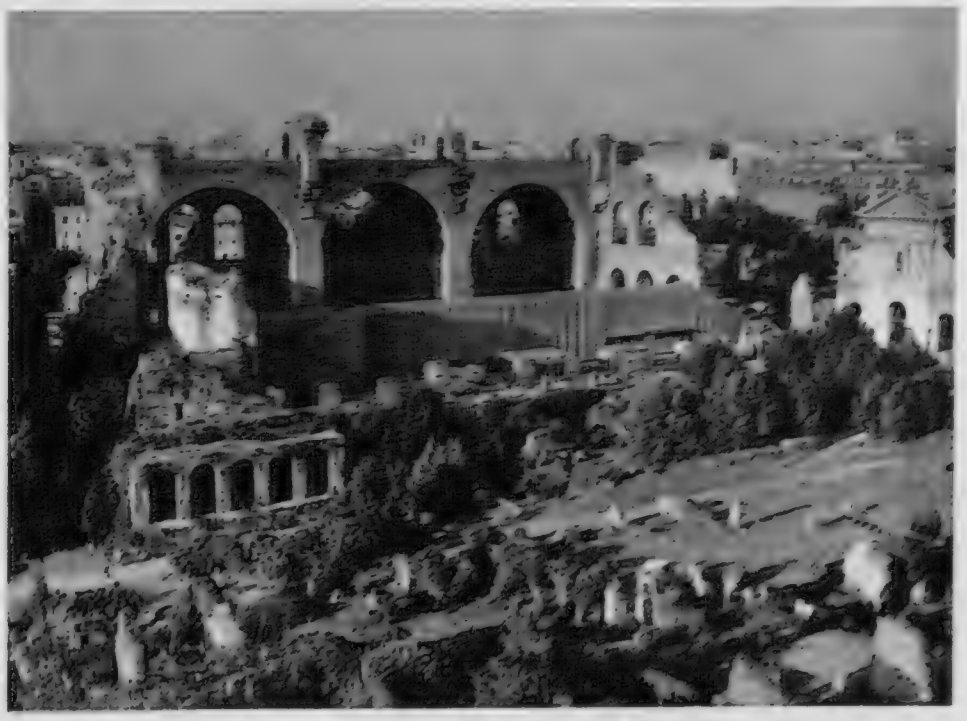
Over 50,000 spectators will watch the football matche

Sport. a spherical dome supported by imme.e Y-shaped buttresses: the big Palac. of Sport, with a dome 300 ft. in diame.er, over twice the size of the Dom. of St. Peter's; and the Flaminio Stadi., built in record time to acco.modate 50,000 people.

T.. other main buildings are the Olyn.c Stadium, where the track and field .vents take place; the Olympic Villag. (its apartments raised on conc.e stilts); and the Palace of Con.ss. This is the centre of the comp.x of buildings in the E.U.R., built .. 1942 for the Universal Exhibition of R.me which was never held. Other event. are being held in buildings used by t.. Romans. Whether or not this year .es new Olympic records, the game. have a worthy setting.

A circular wall of glass surrounds the big Sports Palace, designed by Pier Luigi Nervi

he Flaminio Stadium



Wrestling will take place in the fourth-century Maxentius Basilica

BRIAN VESEY-FITZGERALD

LUCKY BLACK CAT

Maybe you are not superstitious. Maybe you do not even "touch wood." But I wonder what you think about black cats? On our wedding day my wife was led up to the church door by a black cat. This made an enormous impression upon the village, and also upon my wife. It did not impress me so much: not because I am not superstitious (I would not dream of bringing flowering blackthorn into the house nor would I allow anyone else to do so), but because this cat was known as "The Curate." He lived in the vicarage and made a habit of attending Matins, never Evensong: there were more pressing engagements in the evening. He was a Tom. He also attended funerals. Though he had not been known to attend a wedding before, he was said never to have missed a funeral, and I had a sneaking feeling, which I was careful not to mention at the time, that he might have mistaken the function.

But the village was convinced that the presence of "The Curate" on that occasion foretold good luck. One of the most widespread and firmly-held of superstitions is the belief that black cats are lucky. During the past three years I have been doing some research into this matter of black cats and luck. This all arose because a correspondent sent me a cutting from an Italian newspaper about a wedding in Northern Italy which was postponed because a black cat crossed the path of the bride as she walked towards the church. This threw a different light on the black cat. Not many women, I felt, would run the risk of seeing months, perhaps years, of hard work brought to naught just because of a black cat. She must have felt very deeply about it. So I started to delve, with results surprising to me at least.

It soon became apparent that the belief that black cats are lucky is one held only by English-speaking white peoples. You do not find it outside Britain, the Commonwealth and the United States; and it is by no means universal among the white people of the United States. Elsewhere, in every European country and all over the world, black cats are regarded as unlucky. I do not say that everyone takes the matter as seriously as that Italian lady did. That is certainly not so. There is just the same sort of general, and rather vague, belief that black cats are unlucky as there is here that they are lucky.

You would expect, I think, to find that, where black cats are regarded as lucky or unlucky, white cats would have the reverse reputation. But this does not seem to be the case. I have come across one or two Continental instances of belief that white cats with odd-coloured eyes, for instance, one blue and the other green, are lucky, and this belief also holds good in a few, widely-separated, localities in this country. I can see some reason for this, and also why the superstition is not more widespread: white cats with odd-coloured eyes are not common. I have also met one old lady, in Dorset, who is firmly convinced that all white cats are lucky. But she is an exception. There is not, as you might expect, any real superstition about white cats, as there undoubtedly is about black cats.

The English superstition (for that is what it amounts to) about black cats being lucky has some strange local variations. In the part of the country in which I now live if you see a black cat walking away from you and you wish, your wish will be granted provided that the cat does not turn round before you have completed the wish. In some parts of the West Country a black cat crossing your path from left to right is regarded as particularly lucky: in some parts of the North meeting a black cat face to face. A stray black cat walking in at the front door is everywhere regarded as the peak of good fortune. But anywhere the sight of a black cat, from whatever angle, is good enough.

Face to face: a particularly lucky way to meet a black cat

All this is very strange, because here, as in the rest of Europe, black cats used to be considered unlucky. I think that this was originally due to the Church. Cats were once protected by law in many countries, being everywhere recognised as most useful animals. But then there sprang up in Germany the strange rites of Freya, which were inspired by the cat, and these ultimately led to intervention by the Church. The cat was pronounced the agent of the Devil, an unclean animal. This applied to all cats, but, of course, the blacker the cat the blacker the devil. Only in times of crisis, such as the Plague or a swarm of vermin, did the cat come into its own again. Such times of crisis did not last long.

In 1484 Pope Innocent VIII entered the fray and set his priests to hounding down the friends of cats, accusing them of sorcery. Before this it was considered sufficient to burn the cat alive. Women, the chief protectors of cats, were burnt as well as their cats: not just black cats, any cats. But the black cat, so excellently camouflaged for the hours of darkness, came to be recognised especially as the witch's familiar. There have been thousands of trials for cat-sorcery in Britain, and there were more than 2,000 in New England alone. A black cat figured in many of them. All this was not so very long ago. The last woman to be burned alive for witchcraft in Britain (and she owned a black cat) was burned in Sutherland in 1722. It must have been considered very unlucky to own a black cat then, and for a good many years afterwards.

Yet now the black cat is lucky: and this is a remarkable reversal of fortune in a remarkably short time. Actually, the first reference I have been able to find to black cats being lucky is for 1831: which is, I suppose, about what you would expect. It would take at least a century to get rid of the witch connection. Black cats do not seem to have been widely regarded as lucky in Britain until about the middle of the last century.

How has it come about? That I have been quite unable to find out. All I can suggest is that it may have arisen from a form of insurance by flattery. In the days when witchcraft was a potent force in the land, a man or a woman, meeting a black cat in the street, would be pretty nervous, if not scared out of his wits, for it was possible that he was meeting a witch or the Devil himself. He would, therefore, go out of his way to placate the animal by appearing pleased to see it, perhaps by addressing it aloud saying how fortunate he was to meet it, hoping that flattery would avert disaster. Parents may well have impressed upon their children that it was a good thing to speak to a black cat, and instructed them to tell it how lucky they were to see it. Be that as it may; the black cat is lucky. It's really very odd. When our affairs go awry we say: "Things look pretty black to me."

Mr. F. H. Cassels, vice-captain; Mr. L. Williams, captain; and Captain G. N. Openshaw, retiring secretary after twenty-four years

Mr. A. R. Pike, Mr. W. A. Roy, Mr. F. W. Barnes, and Mr. J. G. B. Hutchings

Mr. H. Goodman, Mr. D. McKinlay, Mr. R. Bevan and Mr. J. Ingham

The view from the 13th tee looking towards the green

BRITAIN'S GREAT GOLF CLUBS

ROYAL WIMBLEDON

Within about seven miles of Charing Cross, as the crow flies, is Royal Wimbledon; but in spite of its proximity to London, the Club has a secluded setting of trees and heather. (Wimbledon Railway Station is only one mile away, which makes for easy access.) Originally, the Club was the " civilian section " of the London Scottish Golf Club, but in 1880, seventeen years after the birth of the London Scottish, the two sections parted company and, in administration, two separate clubs were formed. For some thirty years afterwards, however, both clubs continued to play over the course on Wimbledon Common. Soon after the split, Queen Victoria commanded that the civilians' club should become Royal Wimbledon. In 1907 the Club acquired its own course, just on the other side of the Club House. The continuation of this course seems assured as it has been scheduled by the government as a permanent open space in the London Green Belt. During the past forty years considerable changes have been made, with the main reconstruction taking place in 1923. Royal Wimbledon is unusual because it is not a heavily bunkered course, but the architects of the course so adapted the natural features of the ground that it is a stiff test for even the scratch golfer. 6,355 yards in length, the course is divided into two distinct parts. The two longest holes are 485 and 480 yards, with four others between 450 and 435. The standard scratch score is 72.

Russell Dailey, the Club professional, with Miss Roseanne Arnell, and Mr. and Mrs. H. E. Amos

Next in this series will be Sunningdale Golf Club in our issue of September 3rd

Left: Mr. K. Hogan, Mr. A. L. Smith, Dr. Chisholm, Junior, and Dr. Chisholm, Senior

Right: Colonel D. Lyall-Grant, Mr. L. Williams (captain), Mr. C. Leigh-Pemberton and Mr. Parr

GABOR DENES

YACHTING

The Olympic Regatta starts on Monday, when the first race of the seven is to be sailed. With a three-day break after the first four days, it continues on the following Monday and finishes on Wednesday, September 7. Six out of the seven races are to count for Olympic points, in other words each competitor is entitled to discard his worst placing.

Even at this late stage it is almost impossible to prognosticate, there are so many variables which can affect the outcome of any yacht race. One thing is certain, if weather conditions are according to the book, our own team will be at a disadvantage. Most of the time British helmsmen and crews sail in harder winds and more tide, and habits ingrained through long sailing careers cannot be forgotten and overcome in an instant, or even after a few weeks of acclimatisation.

On the other hand, conditions may not be as predicted by the law of averages; as we so well know, the weather does not always conform to the established form. At the same time last year it did not, and strong winds and rough seas caused exceptionally difficult conditions in the Bay of Naples.

With the exception of the Star Class, in which our representative, Roy Mitchell, crewed by Mrs. Mitchell, is competing against outstanding experts from at least half a dozen countries where this class is the most popular, one might say that we have a chance of a medal in every class.

Thus, young Robin Aisher, in the 5.5-metre class, has as fast a boat as any of the others. His *Yeoman VII* is one of the latest Einer Ohlsen designs, generally recognised to be the fastest in existence, and she will not lack any of the latest equipment to help her.

Salamander, our Dragon class entry, is sailed by Lieut.-Commander Graham Mann, who has great experience, including sailing *Bluebottle* at Melbourne four years ago and winning a Bronze Medal, and he was also helmsman of *Sceptre*. He has the right temperament for successful international racing.

" Slotty " Dawes, in spite of his fifty-six years, will be a power to be reckoned with at the helm of his Flying Dutchman dinghy *Beaver*. Toughness, determination, shrewd tactics and the wisdom gained in many years of competitive sport are his great assets.

Vernon Stratton, who is sailing in the single-handed Finn class, for which boats are supplied by the organisers, is one of the most experienced men in the class, having only missed Olympic selection on two previous occasions by a narrow margin. Purely on the grounds of physical stature, more wind than the Naples average should help him, but even without this he might bring back a medal.

I think it went unnoticed by most people that the Britannia Cup, presented by the late King George VI to the R.Y.A., was raced for the tenth time in this year's Cowes Week, when it was won by one of the most successful yachts this season, Mr. Norman Wates's *Fedalah*.

This success must give great satisfaction to her designer, Charles Nicholson, who sailed *Fedalah* himself in this year's race. She had four firsts, two seconds and one third in Cowes Week, a wonderful record.

Built in 1950, she is one of three vessels from the same yard built in the same year, to win the Britannia Cup. *Taiseer IV* won it in her first year, and the third, *Griffin II* (the former *Yeoman*), in 1958. Two other Nicholson boats, *Taiseer V* (1956) and *St. Barbara* (1954), are among the ten Britannia Cup winners, twice it has been won by Americans, once by a Dutch-built yacht, and only twice by yachts of other British designers.

Salamander (305) is Britain's Dragon Class entry for the Olympic Games

Robin Aisher

Vernon Stratton

Lieut.-Commander G. Mann

Fedalah (693) racing at Cowes this year

YOUNG HANDS AT THE HELM

Cadet Week on the River Crouch, at Burnham, has become so popular among young people that this year entries had to be limited to 120. Teams and craft came from Belgium, France, Germany, Poland and from Y.C. Adriaco, of Trieste, as well as home competitors. This is the first year in which crews from a country behind the Iron Curtain have competed at Burnham, and the visitors proved their sailing ability early in the meeting. The Week started from the Royal Corinthian Yacht Club with ominous-looking weather, but later on the first day the sun came out, and this, with a moderate wind, gave the competitors some happy sailing. Competitors race, at the beginning of the week, in preliminary heats, and those successful go forward to the championship heats. Early in the championship heats, Belgium, among the foreign teams, was doing well, and Poland, too, had a crew through. One of the most consistent competitors at that stage was P. Bentley, of Stone S.C.

A moment of excitement at Burnham as *Netalia* and *Widgeon* (2388) sail side by side

Right: *Showgirl*, closely followed by *Cat's Paw* (CK 2822)

Below: Competitors bring in their dinghies after a race

TRAVEL

THE LONG BEACH OF TUSCANY

By GORDON COOPER

The Tuscan coast, which is one immensely long sandy beach and actually a continuation of the Italian Riviera, can be conveniently divided into two parts; the Riviera of Versilia, which includes Viareggio, Forte dei Marmi and the beaches of Camaiore, and the part south of Leghorn (Livorno) down to Piombino which, itself, is industrial and of little interest to the holidaymaker. Of these two divisions the lesser known to English visitors is the latter and, indeed, it is the lesser developed of the two. For this reason it may well appeal to those in search of a more "natural" holiday, and I discovered some lovely spots where I should dearly like to linger for more than a few days.

First the Northern part. The largest of the four main resorts on this part of the coast is Viareggio. Here I stayed at the large and adequate Continentale Hotel which is one of many such establishments all along the sea front. Viareggio would suit those who like to find all facilities, including smart shops and some night life, in the town in which they are staying. There are snags. It is not, alas, only in Viareggio where one has to pay to get on to the beach. In nearly all Italian coastal resorts this is the case, and it is a feature difficult to understand for the English tourist who often likes to take a morning dip and then go for a stroll. It is therefore more than a little irritating when he discovers that his quick plunge costs him at least 1,000 lire (about 11/6) for he is obliged to hire a cabin and a deck-chair.

No doubt if he speaks the language and is feeling energetic enough he could explain to the attendant that he only wants a cabin (it is forbidden to change on the beach however adept one has become at doing this) and is only there for a few minutes and perhaps make a bargain, but it is more likely that he will pay up and vow to go to Brighton next year. There is a public beach, but it is some distance to the south of the town. It is on the fringe of a large pine forest full of campers, mostly German. I might mention that it is cheaper to buy a ticket on the beach entitling you to use a cabin and chair for a fortnight or even a month. This would be the thing to do if one were staying there any length of time.

There are restaurants and night clubs all along the coast as well as in the towns (at one of them Mussolini's son was at the piano when I was there), and I can recommend a visit to the restaurant-night club "Meto" above Viareggio, from where one has an incomparable view of the whole coast. I was very impressed during the day-time but I am also assured that at night the lights along the coast make an even more impressive sight.

The Burlamacca canal at Viareggio on the Riviera of Versilia

The other three towns, Forte dei Marmi, Marina di Petrasanta and Camaiore, are really smaller replicas of Viareggio and therefore do not call for separate descriptions. Near to Viareggio is Lake Massaciuccoli and on its banks the house in which Puccini lived and wrote many of his works. His house is open to visitors (only a few at a time are allowed in, however, because the house is still lived in) and is quite charming and worth a visit.

Leghorn is a large naval town. I could hardly recommend it as a holiday resort although it is quite pleasant. If you have a few hours to spend there I suggest you go to see the Monument of the Four Moors by Tacca which dates from the early seventeenth century, and also the Fortezza Vecchia whose foundations are of the eighth and ninth century. Both of these interesting sights are conveniently near to each other.

The drive south from Leghorn, although not so spectacular as the Italian Riviera, is lovely in parts and quite varied. No doubt you will find your own favourite spot; but mine was certainly Castiglioncello and I can recommend the Hotel Miramare, which is a second-category hotel. Below it is a seaside promenade meandering through rockeries, gardens and seascape. Castiglioncello is in a sheltered position and affords some remarkable views. Along this coast there are quite a few isolated hotels with their own private beaches and facilities for tennis, etc. I lunched and sunbathed at one of these, just south of the village of La California, called Hotel Marinetta and my opinion was that it would be ideal for a family holiday. Its large, park-like grounds stretch down to a large beach with showers and bathing huts. The tennis court is first class.

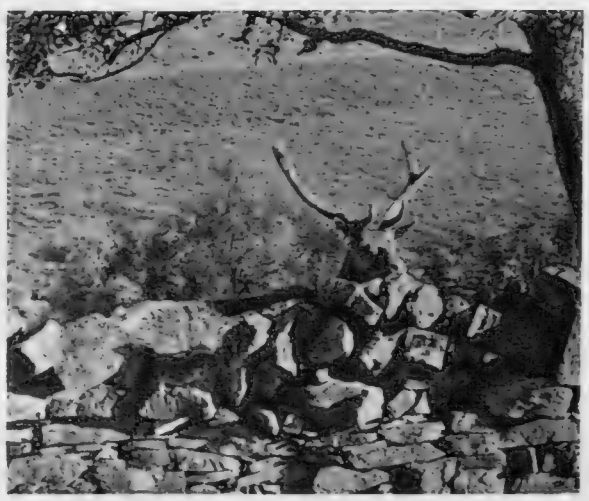
I recommend a slight detour, or rather two, the first along an avenue of very beautiful cypress trees to the village of Bolgheri where the poet Giosué Carducci lived, and the second a little further south to Castagneto where he was born. The latter is a charming old town which I think ought to be seen, and which possesses a grand ducal palace. For those interested in Etruscan history, near the village of Populonia there are some newly-discovered Etruscan tombs which, when I was there, were in the process of being restored. It was rather touching to see that someone had placed a vase of flowers at the entrance to one of the tombs.

The only reason for visiting Piombino, I should think, would be to take the boat for Elba. There are very comfortable boats which leave Piombino three times a day for Portoferraio and the journey takes one hour and twenty minutes and costs 580 lire for a first-class return ticket and 360 lire for a second-class return. There is a restaurant aboard, but it is rather expensive. Perhaps it would be better to wait until reaching Elba.

There are numerous excursions to be made from the coast to inland towns of considerable and well-known interest. From Viareggio, Scacciati Express Tours run a tour to Florence leaving Viareggio at 8 a.m. (they also collect from Forte dei Marmi at 7.30 a.m. and from Marina di Pietrasanta at 7.40 a.m.), and arriving at Florence about 9.45 a.m. There follows a very extensive tour of the famous city with a break for lunch. Cost 3,000 lire inclusive, lunch 1,000 lire extra. They also run a similar service to Pisa and Lucca combined. The latter city is quite unique with its narrow streets without pavements, bustling small squares and ancient palaces; it deserves to be better known. This is the cheapest excursion at 1,900 lire.

Siena, that loveliest of towns, rivalled only by Florence, is also within easy reach of Viareggio. The bus leaves at 7.30 a.m. and arrives at 10 a.m. This tour, after visiting Siena's main sights in the morning, goes on to the ancient hill town of S. Gimignano in the afternoon. A more attractive example of medieval architecture it would be hard to find. The same company does a tour to the Island of Elba, too. There are ordinary buses for those who prefer to sightsee alone, and frequent trains.

Hinds with their young calves move uphill from the low ground, at dawn, near the Mar Lodge on the Fife estate



A stag, his antlers covered in "velvet," peers over a stone wall

Below: A young calf. As it grows older its colour deepens and the spots disappear. **Below right:** Early in the morning stags swim across the Dee on their way to the hills

RED DEER ON DEESIDE

The River Dee, dropping down from the Cairngorms, flows in a widening channel through the forests of Mar and Invercauld, passing Balmoral. In the forests and wild moorland of this beautiful countryside roam the wild red deer, the largest species of deer found in the British Isles. During the summer months, they are accompanied by their calves, running behind their mothers. By the time the calves are a fortnight old, their coats have deepened to a reddish brown, throwing the white spots into relief. Young deer are easy to tame, and the stags themselves are not so wild in the summer as in other seasons of the year. Their antlers were shed about March, and immediately begin to grow again. They are covered with hair skin (the "velvet"), until they are complete by September.

BOOKS

ON RIDER HAGGARD

Recollections of childhood; travel in Cambodia; this week's fiction includes a batch of thrillers

Just as one is sorry for one's self for having missed seeing Ellen Terry on the stage or hearing Melba sing, so I can pity the people who, in their youth, were not introduced to the splendidly imaginative work of Rider Haggard. It is hard from this distance to imagine a childhood without *She* or *King Solomon's Mines* or, my favourite, *Montezuma's Daughter*, but the fact is that Rider Haggard's popularity has passed through a long eclipse and is only just beginning to grow again; a situation which the middle-aged will welcome and one which should give the young an incalculable amount of enjoyment. Dr. Morton Cohen has chosen an admirable moment for his full dress biography of the writer, traveller, reformer and collector and RIDER HAGGARD—HIS LIFE AND WORKS (Hutchinson. 30s.) is just as comprehensive a study as its title indicates.

In this long and meticulously documented book the reader gradually comes to know this extraordinary figure who wrote more than fifty best-sellers but often considered writing "wearisome"; who was as deeply and constantly interested in ancient civilisations as in the African natives of his time; who travelled widely, often with his whole family and always with a collection of huge trunks to take any treasures which might be found on the way. (One of the family's cries at the time, when faced with a particularly immense work of art or antiquity, was apparently: "It won't go in—it won't go in!" and there is a delightful story of Haggard's disappointment when he was persuaded not to buy an alleged—and vast—bed of Napoleon's.) Rider Haggard lived and farmed in Norfolk, he travelled the world on Government commissions, he knew every county in England and he was no mean antiquarian. He was also a man who inspired friendship among his great contemporaries, and of these he was to find close intellectual kinship in two men, notably Theodore Roosevelt, whom he first met as President of the United States, and Rudyard Kipling, whose affectionate, encouraging and amusing letters continued up to the last days of Rider Haggard's life. He is a magnificent subject for a biography, and Dr. Cohen has proved himself, with great distinction, the very man to write it.

A HOUSE CALLED MEMORY (Collins. 16s.) is autobiography and on a much smaller scale; the recollections of a childhood quietly spent on the outskirts of London some twenty or thirty years ago. It is also, in its sensitive and charming way, warmly to be recommended. Mr. Richard Collier has written about his home, his close family circle and himself as a boy, with humour and a kind of gentle objectivity which makes his book a delight. There is no sensation-seeking here but a chronicle of placid tones and often unsuspected subtlety in which triumphs, disasters and adventures are all within a domestic compass and, perhaps, all the better for that. Certainly they have a reality which is undeniable, so that the reader experiences the childish setbacks and mysteries with the writer. Although he never comes to know him with any intimacy (for this is not a work of the soul-baring variety), there is at the end a real *rapport* between them.

Of the many characters who affected the life of the young Dick, most of them in a kindly way, I think my own favourite is his father, an individualist who expressed himself most successfully in the creation of his garden, wouldn't plant tulips because there was "no loving kindness in a tulip," and, when greeted over the hedge by a neighbour, came indoors pale with anger, complaining that "This place is getting like an Eastern bazaar. You can't move a step without being accosted." It was also Mr. Collier's inimitable father who, after a passionate argument about books with a friend—or ex-friend—said: "He dares to sit there—*in a knitted waistcoat*—and tell me he couldn't read George Eliot!" A book of many pleasures, not the least of them the well-planned limits of its scope.

TENDERLOIN, for which this is a mock Victorian advertisement, is a new American musical, which will have its premiere in October on Broadway. It is set in the Tenderloin district of New York in the 1890's and stars the famous Shakespearean actor Maurice Evans

Mr. Christopher Pym is a young English writer who has lived and travelled extensively in Cambodia, made many friends there among the Chinese and Cambodians, and is especially interested in the ancient Khmer empire, the Khmer language, which he speaks, and the present-day descendants of the builders of Angkor. When he writes about Indo-China, therefore, he is writing not only from personal experience but from a very genuine sympathy with a country and its people, and it is this sympathy which gives his book of travel recollections its freshness as well as its insight. His acquaintances had their own polite version of his name, and it is reproduced in the title of his book, MISTAPIM IN CAMBODIA (Hodder and Stoughton. 16s.). Mistapim, I would add, is a lively as well as an understanding observer, and his comments, as well as the excellent photographs taken by himself, make this something out of the ordinary in the way of travel books.

SAD VENICE

Personal views of the fascinating city

According to an old chronicler of this translucent pearl of cities, "the word *Venetia* is interpreted by some to mean *Veni Etiam*, which is to say, Come again and again." And so they have, the tourists and travellers, famous and infamous. Even in the fourteenth century, Venice was a city of hotels. But its appeal has been different for different people. Two books recently published on the city of canals and palaces "tacked together by bridges," are only alike in that they present a personal document of admiration. VENICE (Faber. 30s.), by James Morris, is a portrait of the city, its buildings, people and lagoon. Sharply and graphically written, it is a mine of information; profusely illustrated, the next best thing to a visit. The author does not hesitate to give the unfavourable detail. The food is monotonous and the people sometimes full of guile and covetousness. But he records the unimportant, that there is a traffic light for gondolas on one of the canals, and the important, that Venice is now almost puritanically sober, having lost its profligacy.

Perhaps the overriding feeling in the book is the pervasive air of sadness, of the decaying, magnificent city mourning its past greatness and crumbling palaces. This air of melancholy pervades, almost unconsciously, the *locus classicus* of criticism of Venice, Ruskin's *The Stones of Venice*. Finished in 1853, to become the rallying cry of the Gothic revival, this famous work has been republished in a handy abridged version, THE STONES OF VENICE (Collins. 21s.), discreetly edited and cut down by J. G. Links. (Originally running to half-a-million words, the book was abridged by Ruskin himself for the traveller.) To the confident Victorian, Venice started to decline in the fifteenth century; in the unconfident, catholic twentieth century its varied architectural styles are all admired. It is the mecca of tourists.

This year's American Presidential election is one of the most open and intriguing in recent years. To most English and many Americans, the long-drawn-out, gaudy process of democratic election is puzzling. There is a heavy accretion of tradition and custom, which confuses the basic issue, that anyone can be President who is a natural born citizen of thirty-five who has spent fourteen years in the U.S., even theoretically a woman. WHITE HOUSE FEVER (Methuen. 18s.), by Robert Bendiner, is an easy-to-read and amusing guide to the way in which one out of so many becomes President. A new factor in post-war years in the U.S. is the growth of the political comedian, like Mort Sahl, and Mr. Bendiner's book contains a welcome share of sardonic humour.

For many people the Norman kings of England remain pasteboard figures, labelled "good, bad or indifferent." SONS OF THE CONQUEROR (Hutchinson. 25s.), by George Slocombe, is a highly readable assessment of the careers and achievements of William Rufus, Henry I, and Stephen. In clear vivid prose, the author chronicles the events and characteristics of these men. There is found evidence to show that William Rufus, perverse but chivalrous, was a stern and just ruler, and that Stephen, so often dismissed out of hand, was a by no means negligible figure. It is perhaps inevitable that history of this period, dependent on ecclesiastical chronicles for its sources, should contain so many names and titles. On the mystery surrounding William Rufus's death in the New Forest, Mr. Slocombe throws no new light. Not for him are the perilous waters of ritual murder.

In LUST FOR GOLD (Robert Hale. 18s.) Garry Hogg presents a compendium of legends, stories and facts about gold, based on the thesis, by now well-worn currency, that the metal has caused great unhappiness to those who have pursued it. The reader is cheered to discover in the section on gambling at Monte Carlo that some men have won a great deal—a Colonel Power about £70,000—and kept their winnings.

J. W.

The most characteristic talent of the novelist, Miss Nancy Hale, is her ability to convey satirically and comfortably this side of caricature, the essence of a particular community whether Way Down East, Deep South or the more socially secure circles of New York. Her new book, DEAR BEAST (Macmillan. 18s.), is another *tour de force* in this manner, and is a section of polite Virginian society in the present day which is revealed in pin-point focus, although not everyone, and certainly not all Virginians, will agree that revelation is the correct term. A girl from Vermont comes to Starkeyville, Virginia, as the bride of a man who runs the local bookshop and is a man of impeccable connections. Connections and kinship, incidentally, are matters for endless, happy discussion at every gathering in Starkeyville and its neighbourhood, as Miss Hale sees it. The young Vermonter is presently shown to be the author of a current best-seller about just such a community as her new home town, and her husband, " so arch, so elaborate, so awful," but curiously enough not wholly unlikable, warns her that she must expect local ostracism. When she gets neither this nor praise she departs in a huff for the wider horizons of New York, where she laps up adulation like a kitten with cream until a friend points out that she is becoming an insatiable bore and she returns to Starkeyville, awful husband and, perhaps, the making of a new novel. The theme is handled with wonderful lightness, and the book, in its bitter-sweet, even acidulated way, is thoroughly entertaining.

Mr. Gerald Kersh is a writer who, like other masters of the art, is at his best in the short story and THE BEST OF GERALD KERSH (Heinemann. 16s.) contains seventeen of these and one long-short story or *novella* to prove the point. In his introduction, the selector of the stories, Mr. Simon Raven, writes that he has chosen those works in which Gerald Kersh is to be found at his most vigorous, Rabelaisian, readable, inventive and bizarre, and, under those headings, he has chosen admirably. Here you will find the writer attempting space fiction or fantasy, ghost stories or tales of love and friendship, stories which rely on trick endings for their impact and brief narratives which are simply first-rate story-telling. In all of them, even in the ones with the least appeal, the author's vigour and imagination are always evident and his powers of invention nearly phenomenal.

There is a generous quota of crime fiction and thrillers this week, and I am happy to say that each of them is to be recommended. First of all, WARNING BELL (Gollancz. 13s. 6d.), which is by Mr. Stephen Ransome, top-flight American writer in this *genre* and a very smooth practitioner of the technique in which manner counts for as much as clues. There is a pretty original gimmick in the present story, too; a series of crimes not stopping short of murder and activated by a morbid desire to found a fortune on antique dealing and arson.

MURDER IN STYLE (Collins. 10s. 6d.) is, quite simply, the best thriller by Mr. Rex Stout for years, and features, you will probably be reassured to learn, the vast detective, Nero Wolfe, and his ebullient and resourceful right-hand man, Archie Goodwin. This, in my view, is a three-star special. SLEEP LONG, MY LOVE (Gollancz. 13s. 6d.) might justifiably have the same rating. Hillary Waugh, another brilliant American writer of thrillers, has done a beautiful piece of work here and given us an absorbing study of patient, thorough and successful police detection.

Finally, A CHOICE OF MURDERS (Macdonald. 12s. 6d.), which is a collection of eighteen good stories by members of the Mystery Writers of America, a discriminating literary company represented in the present volume by such names as Anthony Gilbert, Stanley Ellin, Ellery Queen and M. G. Eberhart among others.

Vernon Fane

Yves Montand and Marilyn Monroe (as a dancer) during a scene of a theatre rehearsal

Marilyn Monroe gets a diamond bracelet

Yves Montand and Wilfrid Hyde White

LET'S MAKE LOVE *at the Carlton Cinema, London*

With the development of Marilyn Monroe into an accomplished comedienne, her films are awaited with even more enthusiasm. The latest was due to have its charity premiere in London on August 25. Distributed by Twentieth Century-Fox, it is a musical comedy with the by now stock theme of life backstage in a theatre. But its cast list is far from run-of-the-mill. Besides Marilyn Monroe, the stars are the English popular singer, Frankie Vaughan, and the French actor-turned-singer, Yves Montand. Also appearing are Wilfrid Hyde White, Tony Randall, Bing Crosby and Gene Kelly.

The story concerns an international tycoon, played by Yves Montand, who becomes involved in a cheap revue company, starring Marilyn Monroe. The other corner of the triangle is played by Frankie Vaughan. In order to impress the rest of the company with his professional ability, the tycoon is forced to hire various experts to teach him the trade—hence the appearances of Bing Crosby and Gene Kelly.

Marilyn Monroe in the dance sequence—*My Heart Belongs to Daddy*

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Ian Lyle

In the five years that Sir Ian Lyle has been chairman of the Tate & Lyle group of companies, it has undergone a period of great expansion and development, culminating in the purchase of a controlling interest in the Canada and Dominion Sugar Company last year. He is a great-grandson of Abram Lyle, the founder of the original business, which amalgamated with Henry Tate & Sons in 1921. Sir Ian played a leading role in the late Lord Lyle's campaign against nationalisation and was a natural successor to him as chairman. Born in 1907, Sir Ian Lyle was educated at Shrewsbury and St. John's, Oxford. He joined Tate & Lyle in 1931 and spent his first years at Plaistow Wharf Refinery; ever since he has taken a keen interest in the technical side of the business. He was appointed a director in 1935. During the war he rose to the rank of Lieut.-Commander in the Royal Naval Volunteer Reserve. He received the D.S.C. and Bar. Sir Ian is married with two daughters, both of whom are married, and a son (at present at his father's school). He farms some 400 acres at his country home at Barrington Court, near Ilminster, in Somerset, and devotes much of his spare time to fishing and shooting

SUNTAN WITHOUT THE SUN

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

What has turned out to be a depressingly deliquescent summer, following upon one of the best in recorded history, has had some disconcerting effects upon the growing array of businesses in this country that depend on satisfying every whim of the British consumer on holiday—when he is a better-heeled customer, more capricious and easily beguiled by whim and novelty, than at any other time of the year. It has bewildered seaside landladies along with the beachwear departments of the stores; beset the travel agencies purveying packaged foreign holidays, who had resigned themselves to a bad year after 1959's heatwaves here, with a wave of belated and disillusioned escapists; hit sales of ice-cream and beer. But no better circumstances than this dismal summer of 1960, following upon the blaze of 1959, could have been designed for the introduction of one seasonable new product that has reached the British market this year—bottled suntan that doesn't need sun.

British customers to-day are buying something like 500,000 bottles a week of these new "overnight tan" lotions—and are paying about £1 a bottle for them, far more than they have ever been prepared to pay for lotions or creams that merely help the sun to tan you or soothe you when it has. The liquids, which contain a compound called dihydroxyacetone, are colourless; but if you put them on one night you can wake up in the morning a fine mahogany brown. They do not harm the skin in causing it to change its colour (the manufacturers do not like the word stain, since these new preparations cause the skin to change its own colour, rather than impart any external pigment to it). The tan may last up to a fortnight—but to keep the effect one has to top it up with further applications to stimulate the skin. In the United States, where these lotions were introduced last year, and from where several began to be imported this spring, sun is generally not short in the summer, nor are swimming pools; but manufacturers are hoping for sales to keep up in the winter months when ordinary suntan fades.

But the most remarkable fact about this thriving new section of the cosmetics business, of which in Britain the monthly turnover is at present exceeding what is spent on ordinary sun-creams, lotions and oils in a whole summer, is signalled by the names of some of the highly successful pioneers—"He-Tan" and "Man-Tan." For these aids to beauty are perhaps the first in modern times which from the beginning have been primarily aimed at, and sold to, men. The lesser creation, certainly, has been catered for in the meantime—there is now a "Miss Man-Tan" on sale, and one which in Canada is called "Sir-Tan" has in this country been de-sexed into "My-Tan"; but the basic customer was the male animal.

Men, certainly, have always been prepared to buy preparations to guard against or mollify the effects of the sun—not even the hairiest of chests is immune from peeling. And I seem to recall, from the small advertisements dating back to my youth, some no doubt excellent preparation which promised rather more than that, with the memorable slogan, "All handsome men are slightly sunburned." But a substantial class of male consumers who are prepared to spend up to, say, £1 a week (at 17s. 6d. to 25s. a bottle) to maintain themselves in a shade to which in our climate they can hardly ever have become accustomed, seems at first sight a fairly new phenomenon in the British beauty market.

It is; but only in degree. For while "tan without sun" is perhaps a special case, in the speed with which it has achieved so lucrative a market, males in Britain, as well as in the United States, have recently become much more willing customers for a wide range of what are called in the trade "toiletries" (a word that might disgust Miss Mitford, but which conveniently defines a number of things that men put on their faces without quite calling them cosmetics). In the United States, since almost immediately after the war, and in Britain during the last two or three years, this has been one of the most rapidly-growing branches of the whole perfumery and cosmetics business.

The Americans have various, possibly apochryphal, explanations of this new-found addiction of their he-men to smelling attractive. One of the more plausible is that after the European and Korean wars, when a large selection of their young men had to be dirtier for longer than they ever had been before, eau-de-Cologne from the P.X. acquired new attractions. More prosaically, other marketers reckon simply that the consumer with the largest disposable income in the world can be sold anything into which sufficient advertising effort is put, and of late, in particular, things that proclaim a discriminating taste. The original hurdle, obviously, was to establish once and for all that there was nothing effeminate about smelling pleasant, and a great deal of careful christening of brands and advertising of "brand images" was put into that; since that time, the makers of men's toilet preparations have never looked back in promoting their multi-million dollar business.

In this country, so far, the advance has been slower and concentrated over a smaller front; but the market has certainly been penetrated. After-shave lotions and talcum powders have been in use for many years, though on a pretty small scale, and not very heavily advertised. But about two years ago an American company, Shulton's, began a large-scale advertising campaign for its "Old Spice" range of products, with rather striking success. Its after-shave lotion is said nowadays to hold about a quarter of the British market, ahead of any other. Two longer-established brands, "Aqua Velva" and Cusson's "Imperial Leather," vie for second place, with the name of Yardley, well-placed in this as well as in so many other sections of the toilet preparation market. In the Cyclax "Mainly for Men" range, the best selling toilet preparation is after-shave lotion.

This new business represents an innovation in marketing, rather than in manufacture. The making of cosmetics is quite a specialised art with some elements of science. Great care, for example, is put into ensuring that any new preparation is satisfactory from the point of view of dermatology, apart from its sales appeal. The compounding and management of odours requires great expertise and may require extremely expensive ingredients, such as the rose, jasmine, neroli and bergamot essential oils. Even so, few of the products yet marketed for men take the makers far outside the range of products they know already or of parallel products manufactured for women. The key elements in boosting this business have been the advertising themes, the choice of names which imply both fragrance and masculinity, and the design of containers and packaging. In cosmetics generally, packaging materials and manufacture are sometimes reckoned to represent 40 per cent. of the manufacturers' costs, or, roughly, a quarter of the retail price; one reaches the consumer's skin via his eye.

Most of these manufacturers make preparations and cosmetics for women, too; but in dealing with their newer, still tricky market, many are at pains not to emphasise the connection. Elizabeth Arden, admittedly, makes no bones about one of the most famous names in the cosmetic business with "Arden for Men," and, indeed, gives one of its lotions the same "Blue Grass" title as it sells to women; but it is an exception. The name Helena Rubinstein is no less famous; but this firm calls its male range of preparations "Prince Giourelli," aiming at the same exclusive sophistication with which it enwraps its preparations for women; this range, like that of Zygmunt, is highly-priced and sold only through a limited range of retailers. Lentheric, for years, has established the ideally virile label "Tweed"; Goya, at the popular-priced end of the range, uses "Corvette" which employs the associations with the sea that have for so long been the standby of the British cigarette manufacturer, and sells it with great success.

Vast care to avoid effeminacy in the appeal of these products (no maker, as far as I know, yet calls any of his products a perfume) is mingled, somewhat paradoxically, with advertising directed partly towards women. Some of the makers, aware of the difficulty of getting any Englishman to try any new indulgence for the first time, have appealed past him to his womenfolk—"Make him sprucer"—or, at any rate, beguiled him with the conquests his smoother cheek might contrive. As the manufacturers of electric shavers know, a very large proportion of the toilet goods that men use are bought by women—as Christmas presents, in particular. Some of the makers of male "toiletries" have specialised in gift packs of their products; the Christmas period not only constitutes probably the peak selling period of the year, but also a "missionary" period when their products reach many men who would never have made the first purchase themselves.

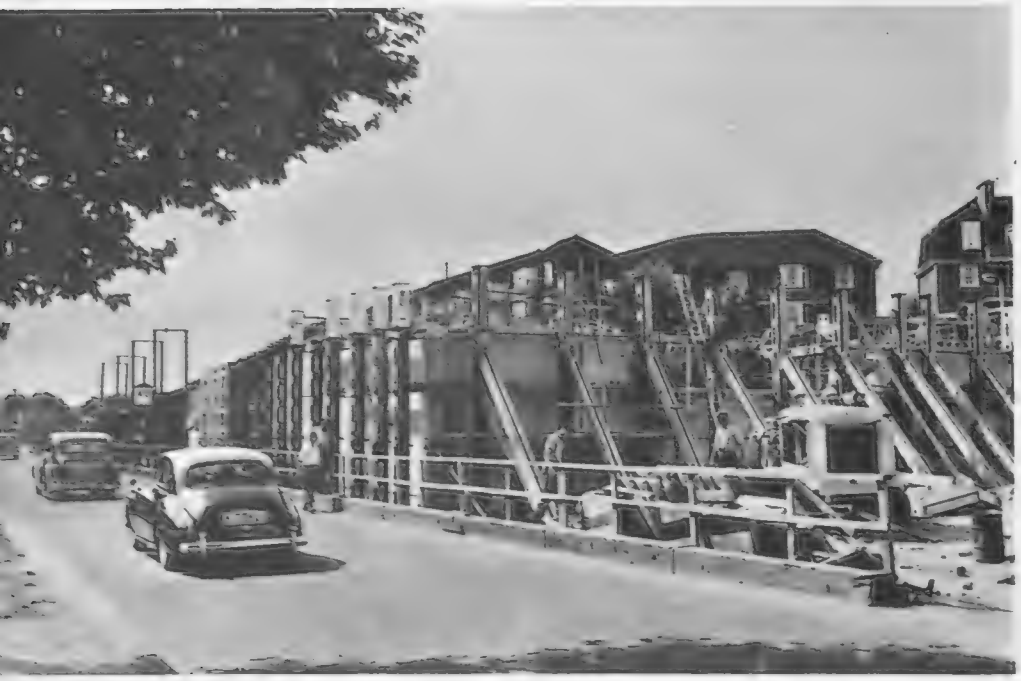
Dry as the electric shaver is advertised to be, it promotes the use of lotions: several of the makers offer lotions to use before it as well as after, and Yardley, for example, offers a special after-shave lotion for tender skins. With lather and brushless shaving creams, and perhaps a foam lather from an aerosol pack in some cases, a toilet soap in others, the range is made up; special talcum powders for men are generally included, and several of the twenty or so companies in the field are now marketing deodorants. These last items are perhaps notable in that they take the range outside appurtenances of shaving or the bath. The whole ritual of shaving makes the male human being's daily toilet quite as elaborate a business as the female's; but so far he has not been persuaded to venture much beyond completing that toilet with a touch of fragrance. Not many men are prepared to put any preparation on their skin and leave it there for daily wear, as a woman puts creams, powder, rouge, and nail-polish.

A recent estimate put the turnover in the whole range of men's toilet preparations at about £6,000,000 a year. This compares with a total outlay on cosmetics for women of the order of, say, £60-70,000,000 a year; but by comparison the market for men is hardly touched, as against an American male market that accounts for about a third of what the United States spends on perfumery and cosmetics. Only about 10 per cent. of British males yet use an after-shave lotion, the market surveyors report, and far fewer than that use deodorants. It was in the early days of last century, say the historians of fashion, that the use of powder finally died out for the male face in Britain, leaving practically nothing of centuries of masculine adornment—outside the judiciary—but Macassar oil. Is it the mission of Prince Giourelli and his rivals to take up again where the Prince Regent and Beau Brummell left off?

At work on part of the base structure for the Hammersmith fly-over

Both the Hammersmith fly-over and the Maidenhead by-pass are designed to improve the flow of traffic in and out of London along the Great West Road. The fly-over, for which the contractors are Marples, Ridgway and Partners Ltd., will run from the dual-carriageway of the Hammersmith-Chiswick section of the main road, over Hammersmith Broadway, to the Cromwell Road extension. It is formed by a spine, carrying two carriageways, and supported on thirteen single concrete pillars, 140 ft. apart. Estimated to cost more than £1,200,000, the fly-over has an overall width of 51 ft.

The Stamford by-pass, in Lincolnshire, on the A1 is nearing completion. The contractors are A. Monk and Co. Ltd.



Alongside the A4 rises the ramp of the fly-over

The Huntercombe Spur fly-over on the Maidenhead by-pass

Clearing the way for the fly-over. The view is looking towards Hammersmith

Construction is advanced on both the Berkshire and Buckinghamshire sections of the Maidenhead by-pass. The contractors are respectively Higgs and Hill Ltd., and John Laing and Son Ltd. Contractors for the bridge over the Thames are Bridge and Thomas Piggott Ltd. There will be a second by-pass to avoid Slough. For some months now, the Chiswick fly-over, the first part of the improvements scheme, has been in operation. A dual-carriageway is planned to run from this fly-over to the Maidenhead by-pass. Some idea of the need for relieving the traffic congestion along the Great West Road is given by the figure for traffic passing through the junction of the Great West Road and the Cromwell Road Extension —at its peak 40,000 vehicles a day.

SPEEDING BRITAIN'S TRAFFIC

The bridge to carry the Maidenhead by-pass over the Thames. **Below :** Part of the Buckinghamshire section of the by-pass

A new landing aid at London Airport—the "glide path" array to judge the aircraft's height above the runway

Landing aids for pilots are becoming increasingly necessary to-day, both to counter bad weather conditions, and to cut down the amount of low flying by jet aircraft for reasons of fuel economy and noise reduction. A new Instrument Landing System, which has been designed and manufactured by Standard Telephones and Cables Ltd., was recently installed at London Airport. It provides a pilot with information to guide him down to a point where he can see the airfield lighting. The new equipment is called STAN 7/8 and the first installations at London (on runway No. 1) are due to come into operation shortly, while further equipment is to be supplied for No. 5. The cost of STAN 7/8 for one end of one runway (which includes a duplicate system with automatic change over in case of failure) is about £37,000, and it has been ordered for the airports at Gatwick, Prestwick, Ringway and Renfrew. At Brussels and Zurich installation work is already in progress.

The "course" array (foreground) and "clearance" array—for guidance in the horizontal plane

HAPPY LANDINGS

The *Sudsmobile*—the nickname given to a new method of laying a carpet of foam on a runway to aid an aircraft forced to land with its wheels up—has been devised and built by the General Engineering Flight at the R.A.F. V-Bomber station at Waddington, in Lincolnshire. In 17 minutes it can spread a layer of foam 30 yards wide and 1,000 yards long. This new system achieves a very large saving in time and manpower over the old method of laying foam by fire-fighting vehicles. Previously, the vehicles took up to two hours to carry out the work; the new method takes a total of 32 minutes—15 minutes to get into position on the runway, and 17 minutes to spread the foam. *Sudsmobile* foam is carried in a 12,000-gallon tank.

Foam sprays from the nozzles on the *Sudsmobile* spreader-bar in a demonstration at Waddington R.A.F. station

The apparatus is towed along the runway, spreading a 90-ft.-wide carpet of foam

The nuclear power station which is being built at Berkeley, in Gloucestershire, is scheduled to come into service towards the end of next year. This picture was taken inside the plant's large turbine hall. Work on the station, which is costing in the region of £40,000,000, began in January 1957; the designers and constructors of the plant are A.E.I.-John Thompson Limited, a member of the Nuclear Power Group. The equipment has been made by A.E.I. (Rugby) and A.E.I. (Manchester). The Berkeley station is being put up for the British Central Electricity Generating Board, and it will be the first of seven which are either under construction or in the planning stage. Situated about halfway between Gloucester and Bristol, Berkeley will have a minimum output of 275 megawatts. There will be two reactors, sixteen boilers and four dual-pressure Turbo-generators of 83,000 kilowatts each. The fuel for the reactors will be uranium rods, each about 1¼ ins. thick. Perhaps the most astonishing figure in connection with this station is the amount of cooling water needed for condensing purposes: 21,000,000 gallons per hour. This will be drawn from the River Severn.

PROGRESS AT BERKELEY

MOTORING

THE CONTINENTAL BOOM

In defence of motoring offences; a car-hire guide from the A.A.; and other motoring news

By **Courtenay Edwards**

Foreign cars with British registrations are appearing on Britain's roads in ever-increasing numbers. Renault Dauphine, Volkswagen, Fiat, Mercedes, Borgward, Opel and Ford Taunus add touches of novelty and variety to the streams of cars from Birmingham, Coventry, Dagenham and Luton. Why do British motorists buy foreign cars? Some like them better than the British products. Others buy them just to be different. Many have bought them because they could get quicker delivery than was possible with British models they preferred.

In the first half of 1960, 42,655 foreign cars were sold in Britain compared with 10,226 in the first six months of 1959. The total for 1959 was 27,066. It looks as if 80,000 cars from abroad will be registered in Britain this year. Last year the most popular foreign cars were those from France, followed by Germany and Italy. The comparative figures were: 14,412 from France, 8,223 from Western Germany and 3,042 from Italy.

No such break-down is available for the first half of 1960 but I have the figures for the first five months: France, 25,437; Germany, 5,585, and Italy, 2,509. Most of the French cars sold in this country are the rear-engined Renault Dauphines, which undoubtedly add a touch of Gallic chic to our traffic-jams. Similarly, the Volkswagen dominates the imports from Germany and practically all the Italian cars sold here are Fiats (mostly the nimble little 600). At the end of July, Renault were selling three times as many cars in Britain as they were at the same time last year. And Volkswagen told me: "In the first half of 1960 we sold 8,000 cars compared with 5,000 in the same period last year. We hope to sell 16,000 this year and 25,000 in 1961. Our sales here are limited not by demand but by supplies from Wolfsburg. In spite of the credit restrictions there is still an average waiting time of three months on Volkswagen deliveries."

The Ford Taunus 17M station wagon

It is obvious that the proportion of foreign cars in Britain's vehicle population will continue to grow. The rate of increase has been accelerated this year by the removal of quota restrictions on French and German cars. There is talk of a cut in the 30 per cent. import duty (though Renault have reportedly informed their British dealers there is no chance of this happening for twelve months) and if Britain joins the Common Market our car manufacturers will have to resign themselves to the prospect of much larger sales of foreign cars in Britain in return for the opportunity of competing on more even terms in European countries with Continental cars.

Last year foreign cars sold in Britain represented about 4 per cent. of the total registrations of new cars. This year the figure is likely to be around 12 per cent. One of the foreign makes which has helped to bring about this spectacular increase is the Ford Taunus 17M, which has been on sale in Britain with right-hand drive since November. It is sold through Lincoln Cars Ltd., of Brentford, Middlesex, who recently lent me the station wagon version of the 17M for test. I found it a very workmanlike car and one which is likely to give a further fillip to the vogue of the station wagon.

It has a 4-cylinder engine of 1,698 c.c., two doors, an all-synchromesh three-speed gear-box controlled by a steering column lever, room for five people and 400 lb. of luggage and, with the rear seat folded, a flat platform which will take a payload of more than half a ton. The 17M estate car costs £1,177, including tax. As with all imported cars, the price is inflated by duty. The Taunus costs £170 more than the station wagon version of the British Ford Consul (the model to which it most closely corresponds), £319 more than the Vauxhall Victor and Hillman Minx, £234 more than the Morris Oxford Traveller and £85 more than the two-litre Standard Vanguard estate car.

Both in appearance and "feel" the Taunus bears a family likeness to the products of Dagenham. The front suspension is the same and the short-stroke engine has a cast hollow crankshaft like that of the new Anglia. Top speed is about 80 m.p.h. and the Taunus offers effortless cruising at 70. Middle gear takes the car up to close on 60 m.p.h. before the valves start bouncing. The Saxomat automatic clutch is available for £52 extra. Most of the other items listed as extras in Germany are fitted as standard to the right-hand-drive Taunus models on sale in Britain. On both the two-door and four-door saloons (which cost £1,134 and £1,198 respectively) a sunshine roof is fitted at no extra charge, though this refinement is not available on the station wagon.

I particularly liked these features of the Taunus station wagon: the well-designed tail gate, which affords easy loading through an aperture 39¾ ins. wide by 25½ ins. high; the clean fascia, with its piano-key type switches and freedom from dangerous knobs and protuberances; the ingenious eccentric hinging of the front-seat backrests to permit easy access to the rear seat; fuel gauge warning light which indicates when there is less than a gallon of petrol left in the ten-gallon tank; ability to adjust the front seats for both leg-stretch and rake of backrest; ease of maintenance (thanks partly to the use of rubber and pre-lubricated bushes for suspension and steering joints); and a well-designed and nicely-positioned driving mirror.

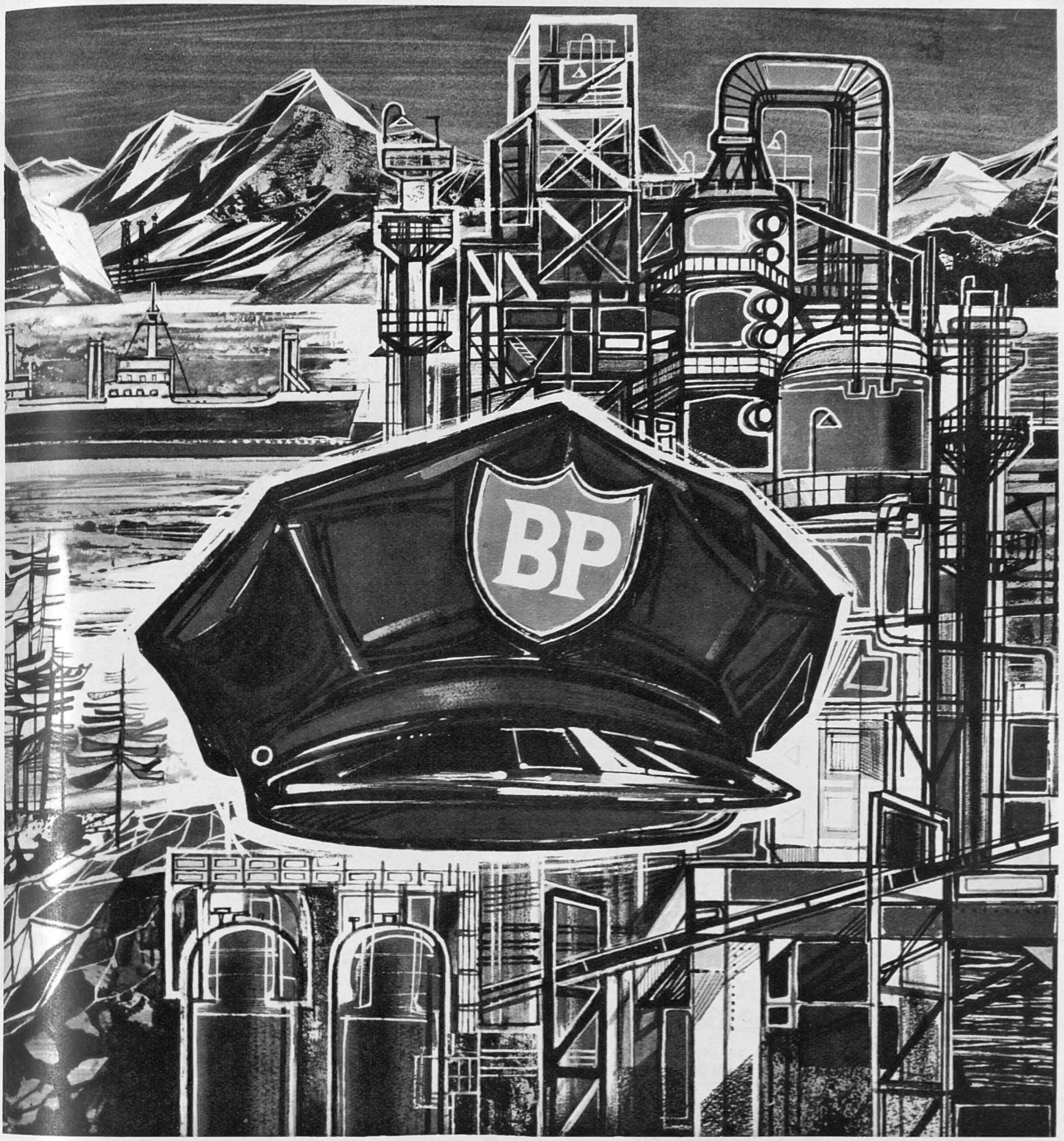
I like the sharp cut-off afforded by Continental headlamps when dipped but in the case of the Taunus I think it is overdone. And I do not consider the car's brakes altogether satisfactory under full load. The makers claim an m.p.g. figure of 32 for the saloons and nearly 31 for the estate car. The engine develops 67 b.h.p. at 4,400 r.p.m. and pulls well and smoothly at low speeds in top gear. The estate car is 14 ft. 6 ins. long, 4 ft. 7¾ ins. wide and 4 ft. 11½ ins. high.

I can't help thinking that the statistics published by the Home Office relating to motoring offences in 1959 are a bit misleading, and that they suggest the average motorist is a much bigger rogue than in fact he is. The daily newspapers have made big play with the statement that "offences relating to motor vehicles in England and Wales last year totalled 1,070,633—the highest on record and 6.6 per cent. higher than the total for 1958." But let us take a look at these statistics. That figure of 1,070,633 is, in fact, the total of "offences and *alleged* offences." The police considered that 263,126 of these cases were sufficiently trivial to be dealt with by the issue of written warnings, which means that that number of cases were never adjudicated upon by the courts to establish actual guilt or innocence. In a further 21,308 cases the charges were either withdrawn or dismissed. In the total of 1,070,633 "offences and alleged offences" with which the magistrates were concerned the actual number of separate persons involved was 855,831. The number of people concerned in the cases dealt with by warnings or in which the charges were either withdrawn or dismissed totalled 275,943. That leaves a total of only 579,888 different *people* who were found guilty of various offences, including many relatively minor infringements concerning driving licences, traffic signals, lighting, driving mirrors, and the like. And in Britain to-day there are about 10,000,000 licence-holders.

Briefly . . . Jaguar Cars Ltd., say their U.S. contracts for 1961 will result in the shipment of more cars to America than in any year since they launched their export drive in 1947. . . . Huge new signs are going up on M.1 to advertise the service areas at Newport Pagnell and Watford Gap, where refuelling, cafeteria, free parking and toilet facilities are being provided. The signs—17 ft. wide—show a petrol pump, knife and fork, a cup and a P. . . .

The Government is considering the issue of special tourist cards, to take the place of passports, for the use of Britons visiting certain parts of Europe on holiday or for other social reasons. . . . Mr. Ernest Marples, Minister of Transport, has set a good example to motorists by fitting safety-belts to the front and rear seats of his private car. . . . .

The A.A. offers free to members a new booklet which is an encyclopaedia on car hire in Britain. It lists nearly 900 self-drive car-hire operators in 470 cities and towns, has a table of average weekly charges and contains sections on motorised caravans and scooters, insurance and conditions of hire. . . . The Mobil Oil Co. are publishing a new series of road maps (1s. each from all their service stations) which indicate places of interest, including viewpoints and sandy beaches. The first two maps cover S.E. and S.W. England, Wales and E. and W. Midlands.



Canadian caps, a new world of

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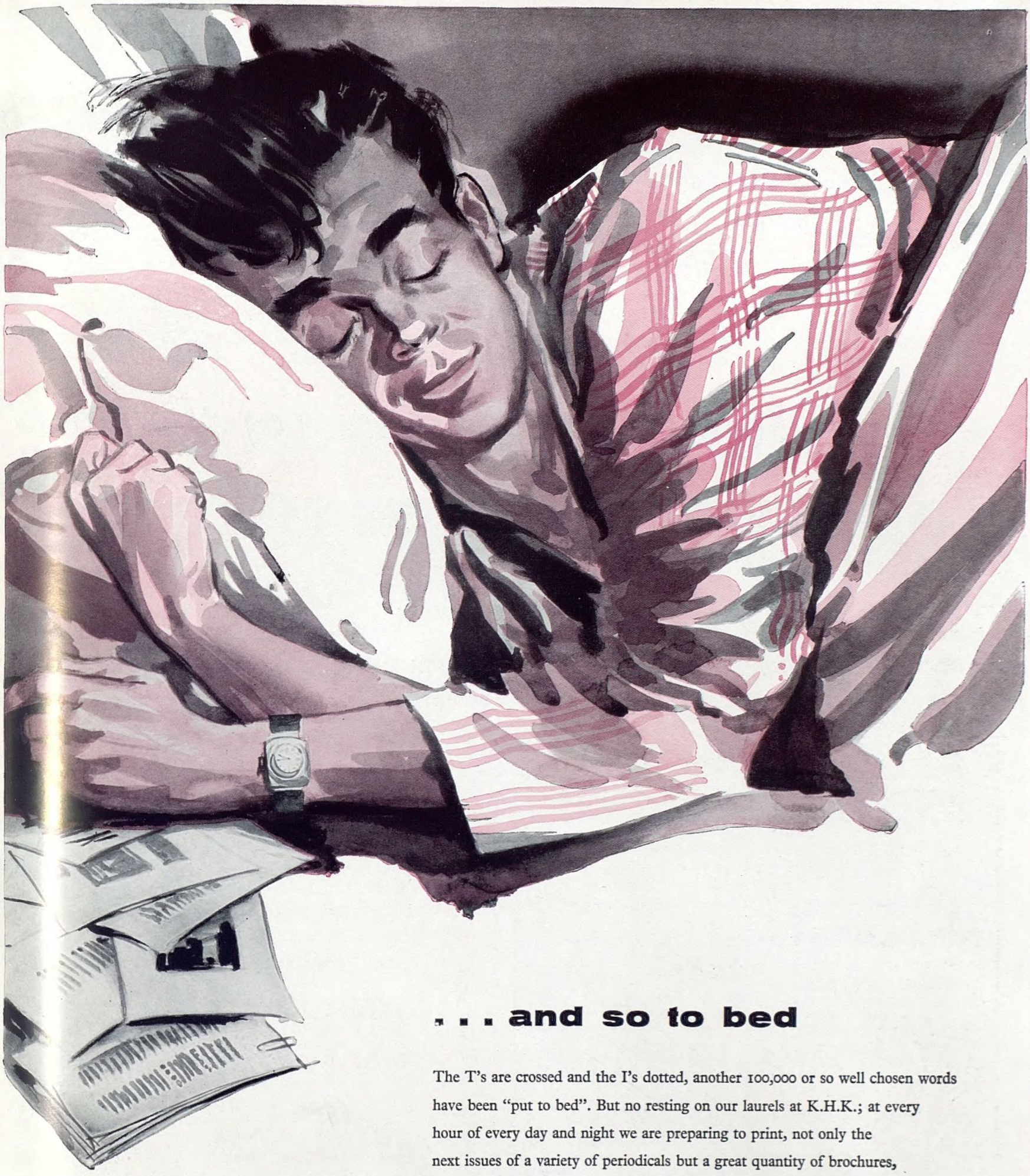

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